

ONLY FIGHTING ON WESTERN FRONT IS IN THE CLOUDS

Allied Airmen Continue
Harassing Enemy Lines
And Communications

MANNHEIM RAIDED

Artillery Also Active And
Local Raids Made By
Both Sides

(Reuter's Agency War Service)

London, May 23.—Field Marshal Sir Douglas Haig reported this morning:

Last night the enemy rushed one of our posts at Aveluy Wood. Two of our men are missing.

We carried out successful raids in the neighborhoods of Aytte and Boleux. St. Marc, inflicting casualties on the enemy.

We drove off an attempted enemy raid in the vicinity of Riez-du-Vinage.

The enemy's artillery was active during the night in the Valley of the Ancre, southward of Lens, eastward of Robecq and eastward of Nieppe Forest.

Field Marshal Sir Douglas Haig reported this evening:

We repulsed raids at Aveluy Wood and southward of Hebuterne.

We attacked a machine-gun post in Aveluy Wood and destroyed the gun.

The French captured a machine-gun with a few prisoners in successful raids northward of Bailleul and eastward of Locre.

Aviation.—We dropped over eighteen tons of bombs on enemy aerodromes and billets.

Sixteen German Planes Down

We brought down fourteen enemy machines and drove down two out of control. Three of ours are missing.

Our night-flying machines dropped eleven tons of bombs on aerodromes, Bruges Docks and the billets in the Somme area. Several direct hits were made on a train, setting it on fire.

We again attacked Mannheim and dropped twenty-four heavy bombs on the chlorine factory, causing two large fires. Our aviators clearly observed the blackened girders of the buildings gutted by the fires we caused through our raid the previous night.

We also dropped four tons of bombs on the very important electric power station at Kreusewald. One bomb hit the boiler house and another caused a large cloud of steam to arise from another building. All our machines returned.

On Thursday morning we heavily bombed Metz-Sablons railway station. Bursts were observed on the engine sheds and track. All our machines returned despite a considerable anti-aircraft fire.

Field Marshal Sir Douglas Haig reported last evening:

Aviation.—We dropped 1,200 bombs on various targets, including the aerodromes near Ghent and Tournai and billets on the neighborhoods of Armentieres, Bapaume and Bray.

18 More Planes Dropped

There was much fighting in the air. We brought down sixteen and drove down two enemy machines out of control. Three of ours are missing. There was much bombing during the night by both sides. We dropped over twelve tons of bombs on the aerodromes used by the enemy night-flying machines and also on billets at Bray and Bapaume. All our machines returned. We brought down two enemy machines by gunfire.

We dropped two tons of bombs on the chlorine factory at Mannheim, causing three large fires, and two tons on the railway-stations at Thionville and Karthaus. One of our machines is missing.

At dawn on Wednesday two of our formations carried out a long-distance raid against the important railway triangle at Liege, and dropped twenty-two heavy bombs. The bombs dropped by the first formation caused three very large

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Work Harder For Trade, Is Farewell Injunction Of Departing Consuls

Mr. Sammons And Mr. Cunningham Guests Of
American Community On Eve Of Leaving For
Home On Furlough

An invocation to a more energetic and extensive development and out-reaching of American trade in China was the farewell message left with American business men by Consuls-General Sammons and E. S. Cunningham, of Shanghai and Hankow, at the tiffin given in their honor yesterday at the Carlton by the American Association of China.

"It is a pleasure for me to meet the business men of Shanghai," declared Consul-General Cunningham, "because so much depends upon them. The future of American trade in China is dependent largely upon the energy and industry of the business men of this port. But you must not be satisfied with picking up trade as it comes in here. You must come into intimate touch with the interior of China and develop activities there. Otherwise it will be impossible to maintain American trade when the competition again becomes acute. You must have branches in other parts of the country to deliver American goods to the consumer. And more important, you must have branches to collect and handle the great numbers of native products."

Come To Hankow, He Advises

"I would invite you to come up the river to Hankow. Practically every raw product of the country comes in large quantity to Hankow for shipment. We have already there one large American firm which has recognized the importance of getting close to the source, and other firms should follow their example."

"At present only 16 percent of the imports reaching Hankow are American. Exports in 1917 were \$13,000,000. Last year, the banner year, they reached \$23,000,000. This is an indication that American firms are extending their activities up the river, but it also shows that competing firms, unable to send goods to their own countries, are finding their market in America. This is a condition largely owing to the war and one which should be

brought to the attention of all American firms."

"Consul-General Cunningham's account," said Consul-General Sammons, "illustrates the great opportunity for expansion in trade that is open, not only to Americans but to other nations. The huge increases in American trade with China in the past few years, while due in large part to the war, are not entirely due to that cause. Our business men are industriously at work and they can do a great deal more. They are getting their men out for trade and trade is on the jump and before long will be further advancing by leaps and bounds. Exports last year from China were to the value of \$155,000,000, an increase of \$32,500,000 over the year before. \$67,000,000 went from the port of Shanghai. All ports show an increase trade for the past ten years in China is up fifty percent and has now reached the billion Taels high water mark. In Shanghai the advance in the past ten years has been 33-1/3 percent, showing that trade has been scattering to the outports and an indication of the increased interest and energy of foreign firms."

Shanghai's Future As Port

"Shanghai," Consul-General Sammons continued, "is destined to become one of the very few of the great trade points of the world and it behooves us to make effort to prepare for that time. We should increase the port facilities and each man here can contribute toward the betterment of those facilities by taking an active interest in their development. Today in China is the day of great opportunity for the young man and I feel that the American community will make great strides."

Yesterday's farewell tiffin to Mr. Sammons and Mr. Cunningham was attended by nearly a hundred members of the Association and friends, including most of the prominent American and some of the Allied business men of the city. Judge C. S. Lobingier presided and introduced the several speakers, calling first

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Americans in France—Steady!

(BY BAIRNSFATHER IN THE NEW YORK WORLD)



When Rolling Your Cigarette, the Most Important Thing Is to Keep the Hands Steady So That the Tobacco Lies Evenly on the Paper.

QUEBEC RESPONDING TO CALL OF ALLIES

French-Canadians Enlisting In
Large Numbers And Situation
Is Much Improved

(Reuter's Agency War Service)

London, May 23.—The Toronto correspondent of the Times states that there are indications of a better situation in Quebec. Large employers of labor are withdrawing claims for the exemption of their workmen from military service and also there is a big rush of voluntary recruits to the colors. There was a great patriotic demonstration in Quebec, which was decked with flags, on the occasion of the departure overseas of groups of young French Canadians of some of the best-known families, including sons of the Premier, Sir Lomer Gouin, the Minister of Justice, Mr. Dorian, and Sir George Gagneau. The streets were thronged with thousands of cheering citizens.

GERMANS BEGIN USING LIMBURG RAILWAY SOON

Traffic Between Germany And
Belgium Over Dutch Line
Starts June 4

(Reuter's Agency War Service)

The Hague, May 23.—The Nieuwe Courant announces that traffic between Germany and Belgium over the Limburg Railway commences on June 4. Twenty trains will run daily. These will be served by a Dutch personnel across Dutch territory.

U.S. MAIL CLOSING TODAY

The supplementary mail for the United States and Canada per the Canadian Pacific steamer Empress of Japan and the Pacific Mail liner Ecuador will close at 2 p.m. today. Letters will go via the Empress of Japan unless otherwise marked.

The Weather

More rain likely. The maximum temperature yesterday was 73.8 and the minimum 62, the figures for the corresponding day last year being 81.2 and 48.8.

RED CROSS PARADE AND FETE AT PARK SET FOR TUESDAY

Prevented Yesterday By
Rain, They Will Be
Held Anyway

DANCE COMES OFF

More Money Added To
Fund By Party At
Carlton

\$75,000 IN NOW?

That Is Estimate Placed On
Subscriptions Already
Received

Yesterday morning's showers put a decided crimp into the program which had been arranged to wind up the first week of the American Red Cross drive here. Both parade and fete were called off early in the day, so that the only, scheduled affair which was carried out was the dance last night at the Carlton.

Despite the disarrangement in the plans for yesterday workers were busy and memberships and subscriptions in considerable number were reported at Nanking Road headquarters.

"A conservative estimate of the money subscribed to date would be about \$75,000," said Mr. Julian Arnold, American Red Cross organizer for China, last evening. "The cash turned in by foreign and Chinese workers to date is something over \$55,000 and at least \$20,000 additional not yet turned in is known to have been collected."

15,469 Chinese Members
Returns from the Chinese headquarters up to noon showed 15,469 memberships and \$22,802 secured by the various teams. Mr. S. K. Tsao's team was then leading, but several others were neck and neck with it, having obtained over 2,500 members.

To date twenty patron and eighty-seven life memberships have been reported by Chinese and foreign workers.

The Red Cross dance at the Carlton last night was a very pleasant affair with somewhere in the neighborhood of a hundred in attendance. The upstairs dance hall was tastefully decorated by Mr. Ladow and a program of patriotic music was rendered. Consul-General Sammons was among the guests, having collected \$17,500. No figures came in during the day from other outposts but the drive is reported to progressing steadily in many places.

The parade and the tea entertainment at the French Park will take place on Tuesday. It is announced by the Committee, and it is hoped that both will be on an even larger scale than had been anticipated for yesterday. The procession will follow the same program intended previously, but it is expected that more marchers, floats and automobiles than could have gathered yesterday will be in line. The entertainment at the Fete Trianon pavilion will start at 4.30 p.m. and there will be dancing, an augmented program of songs, music and variety numbers and other amusement features. Mr. E. S. Kadoorie will provide refreshments and orchestra.

Special Night At Olympic

Tickets for the special Red Cross performance at the Olympic Theater tomorrow evening have been going at a rate that practically assures its success. The program has been completed and will include two films just brought out from America showing the work of the Red Cross both in the States and at the front. The titles of the pictures are "Humanity's Appeal" and "The Red Cross on the Western Front." In addition there will be local Red Cross motion pictures, a program of variety numbers and some selected Chaplin comedy films.

Booking for the special American Red Cross performance of "La Fille de Madame Angot," given through courtesy of the French

Million Americans In France By June, Says Congressman

(Reuter's Agency War Service)

Washington, May 23.—Mr. Caldwell, a member of the Military Committee of the House of Representatives, predicts there will be a million American troops in France by June.

35 KILLED IN COLOGNE BY ALLIED AIR RAID

Germans Are Uneasy At Success
Of British Reprisals For
Teuton Tactics

(Reuter's Agency War Service)

Amsterdam, May 23.—The Cologne Gazette states that thirty-five persons were killed and eighty-seven injured through the recent air raid on Cologne.

London, May 23.—The widespread uneasiness in Germany owing to the British air raids has compelled the German Chancellor to issue a statement in which, however, he admits that no sure protection against raids exists.

BRITAIN SETS LIMIT ON USE OF SILVER COINS

Keeping Of Surplus Beyond
Current Needs Forbidden
By Regulation

(Reuter's Agency War Service)

London, May 22.—The Gazette announces that a new Defence of the Realm regulation provides that after May 27 no person shall retain current silver coins of a value exceeding his reasonable personal and business requirements.

London Satisfied By China-Japan Treaty

(Reuter's Agency War Service)
London, May 23.—The British Government regards with satisfaction the China-Japanese Treaty cabled on the 22nd.

EVIDENCE AGAINST IRISH SUBMITTED TO CABINET

Chief Secretary Returns To
London To Give Facts On
Alleged German Plot

(Reuter's Agency War Service)

London, May 23.—Mr. Edward Shortt, Chief Secretary for Ireland, has returned to London unexpectedly. It is understood that he submits to the Cabinet the evidence of the German plot. The Press Association states, on the best authority, that there is astounding evidence justifying the arrests but its publication is a question affecting not merely the welfare of the prisoners but the wellbeing of the Empire. It is unlikely, even if the evidence is published, that any of the prisoners will be released.

The Dublin correspondent of the Daily News states that the plan of voluntary recruiting will include the formation of homogenous Irish brigades or divisions in which, by the use of Irish emblems and the observance of Irish customs, everything will be done to foster the idea of a distinct nationality within the Empire.

Captain Gwynn, Nationalist M. P. of Galway City, in a letter to the press urges the desirability of assisting the Government in recruiting.

The Dublin correspondent of the Daily Express states that General Sir Bryan Mahon will be placed at the head of the recruiting campaign, in which regiments headed by their bands will be employed throughout the country.

A conference held at the Mansion House in Dublin against conscription ordered provision to be made for the dependents of prisoners out of the National Defense Fund.

It was decided to publish the correspondence which has passed between the Lord Mayor of Dublin and Mr. A. J. Balfour, Secretary of State for Foreign Affairs.

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Dramatic Club on Tuesday evening at the Lyceum, is also being taken up.

On Tuesday morning the four foreign Municipal schools will be visited by Mr. Julian Arnold, Mrs. W. L. Merriman, Dr. McCracken and Mr. J. K. Sague for the purpose of forming Junior Red Cross organizations there. Seven schools have already enrolled or signified their intention of so doing in this branch of the national society. These include the French Municipal School, Nanyang College Primary School, St. John's College Preparatory School, St. Mary's College, the Y. M. C. A. Boys' school, American School and Fuhnan College.

Nanking Missionaries Give Month's Salary To U.S. Red Cross

China Press Correspondence
Nanking, May 24.—Instead of having their annual strawberry festival, the ladies of the Nanking Association decided that they would each contribute the value of their respective provisions for the feast to the American Red Cross and spend the evening as a purely social event without refreshments. The plan resulted in a contribution of \$184.90, and every one pronounced the event a success even though the "movies" were not visible.

There has been considerable discussion here concerning the look of any of the hardships of the war resting upon Americans in China (we believe the same is true of other nationalities), and many are of the opinion that living is on too extravagant a scale; that, in such a time as this, some might even be able to forego the annual trip to the mountain and send the amount which they would spend there to the Red Cross or make some equally effective sacrifice which might mean the saving of the lives of some man.

At any rate, the young missionaries of the Language School initiated the "Month's Income" policy of giving to the Red Cross for 1918. We are safe in saying that there are few missionaries in China, to whom such giving would not mean an extreme sacrifice; and that the average resident in China, will find it no easy matter to give a month's income to the Red Cross—but Nanking has issued the challenge.

U.S. Offer To Discuss Prisoners Is Spurned

(Reuter's Agency War Service)
Washington, May 22.—Germany has not replied to the suggestion made by the United States to hold a conference at Bern to discuss the treatment of their respective prisoners of war.

ST. MARY'S MAY FETE PLEASES BIG CROWD

Interesting Program Given Thursday When 250 Girls Interpret Elizabethan Dances

The third annual May Fete, in which 250 girl students of St. Mary's Hall took part, was held Thursday afternoon and the big crowd attending was treated to a remarkable demonstration of Elizabethan dancing. The principal event of the program was the interpretation of "The growth of the flower," when the dancers portrayed the various stages in the life of the flowers: The gnomes plant four flowers, rain and sun successively pass over them and they soon spring up, throwing off their enveloping mantles. The good fairy dances in, warns the flowers of the coming of the winds from which they help to protect the young flowers. One after another the four winds come and the flowers sway back and forth until the storm has passed.

The programs were magnolia leaves on the backs of which the numbers were neatly written. The complete program follows:

- 1.—Grand March.
- 2.—The Growth of the Flower.
- 3.—Gustaves Toast—The Frolic.
- 4.—Swedish Dance.
- 5.—Clap Dance—Ace of Diamonds.
- 6.—Christmas and Easter.
- 7.—Gathering Pea Pods.
- 8.—Maypole Dance.

The costumes, made by the St. Mary's teachers, were very attractive. Too much credit can not be given the St. Mary's teachers for the success of the exhibition and the personal touch of the teachers was apparent in the dash and ease with which the dancers performed.

News Brevities

"A" Company, (British) S.V.C., will be reviewed by Sir Everard Fraser at the British Consulate-General grounds on June 3, the birthday of King George.

Mr. James Hutchings, inspector of buildings of the public works department, Hongkong, passed away there on May 11 following an operation for appendicitis. He had been residing in the port for the last fifteen years and is survived by a widow and daughter.

Three officers and 60 Russian marines arrived here yesterday from Hongkong on the China Navigation Steamship Sinkang.

Word was received by cable at the American Consulate yesterday that Mr. Paul McRae, United States Marshal who was stricken suddenly in Nagasaki, had sailed on the American army transport under medical care. No details as to Mr. McRae's condition were given.

HORRORS IN RUSSIA TOLD BY TRAVELER

Says He Saw Officers And Nurses Mercilessly Slaughtered By Bolsheviks

(Reuter's Pacific Service)
Harbin, May 24.—Mr. George Daniel, who was employed by the British-American Tobacco Company in South Russia, has arrived at Harbin. He tells harrowing stories of conditions in Russia.

He was held up for two months at Ekaterinodar owing to there being no train service and saw the Bolsheviks take the city. The troops of the Provisional government, which were composed wholly of officers, were forced to evacuate the town owing to lack of ammunition. The survivors were immediately murdered and the Bolshevik troops went through the hospitals and murdered the wounded, literally chopping them to pieces in their beds. The nurses were killed or mutilated by having their right hands cut off. Mr. Daniel saw the bodies of about thirty officers and one nurse belonging to an aristocratic family lying exposed to the public gaze, naked and mutilated. The nurse's body was covered with bayonet wounds. The Bolshevik soldiers all carried bags on their shoulders for loot.

Three of their commanders sat drinking in an hotel when one said: "I see no reason why I should not be Commander-in-Chief." A second declared that the matter had better be settled immediately and drawing his revolver, killed the other two and then declared himself Commander-in-Chief.

Mr. Daniel left Ekaterinodar in a 4th class carriage. Baggage was examined at all stations. At one a revolver was found in a bag belonging to a young Russian nurse and the Bolsheviks decided she should be shot. They took her on the platform, where there were hundreds of people, who knew that protest was useless. She stood erect and quiet while they first hacked off her right arm and then her left, after which a soldier reached over the shoulders of the others and cut her throat with his saber. As she fell they all stabbed her with their bayonets. One soldier who took part in this horrible deed came up to Mr. Daniel, who was a spectator, and said: "My God! She never cried out."

Chinese Join Semenov
Peking, May 24.—Upwards of a thousand border Chinese have joined Semenov, which explains the recent message emanating from the Bolsheviks. Beyond this there has been no connection between the Chinese and the Cossack leader, though their relations up to the present have been amicable.

CECIL GIVES SOLUTION FOR AUSTRIAN PROBLEM

Populations Subject To Hapsburg Rule Must Be Liberated, He Says

(Reuter's Agency War Service)
London, May 23.—Lord Robert Cecil, speaking in London, said that the Allied Governments saw a solution of the Austrian problem in the liberation of the populations subject to the rule of the Hapsburgs, who should have full liberty and independence and be able, by some great federation, to uphold in Central Europe the principles on which European policy must be founded unless we are to face disasters too horrible to contemplate.

U-Boat Methods Told At Inquiry In Holland

(Reuter's Agency War Service)
Amsterdam, May 23.—Giving evidence before the Shipping Council, inquiring into the sinking of the Dutch steamer Catharina (155 tons), the mate stated that when the crew of the submarine heard that one of their shots had killed the Captain they laughed. The Dutch Shipping Inspector characterized this as inexcusable, remarking that the Germans were acting with increased brutality against small vessels and they no longer fired warning shots. Indeed, they shot people dead without hesitating. This, added the Inspector, was beyond all endurance.

Korniloff Executed, Prisoner Reports

(Reuter's Agency War Service)
Amsterdam, May 23.—The Vossische Zeitung publishes a story by a German prisoner returned from Russia who says that he witnessed the execution of General Korniloff and General Alexieff by the Bolsheviks at Novo Teherkask on February 26. Both were shot. This story has not been confirmed by any other source. Moscow, May 22.—Lenin announces that the devaluation of paper money is imminent. Critics point out that this will inevitably determine the peasants more than ever not to sell food supplies.

ITALIANS CAPTURE POST

(Reuter's Agency War Service)
Rome, May 23.—An official communiqué reports: "We captured an outpost northeast of Monte di Val Bella and advanced into the village of Stoccardetto, inflicting losses on the garrison. There has been considerable activity in the air. We brought down eight enemy machines."

CANADA IS OPPOSED TO HEREDITARY TITLES

Wants Those Existing In Dominion Extinguished In A Fixed Period

(Reuter's Agency War Service)
Ottawa, May 23.—In the House of Commons the Premier, Sir Robert Borden, stated that the Government had suggested to the Imperial Government that Canadian titles should be conferred on the advice of the Premier of Canada, that no further hereditary titles should be conferred on Canadians and that the existing hereditary titles in Canada should be extinguished within a fixed period. Sir Robert Borden had proposed a conference on the subject, which affected other Dominions.

The House of Commons endorsed the action taken by Sir Robert Borden.

HAREM IS BROUGHT OUT FOR AUSTRIAN RULER

But Sultan Also Speaks Of Desire To End 'Murderous War'

(Reuter's Agency War Service)
Amsterdam, May 22.—The Sultan of Turkey, toasting the Emperor Karl at a gala dinner in Constantinople, spoke of his desire to end this murderous war.

The ladies of the Imperial Harem were present in a special waiting room at the reception given to the Emperor and Empress of Austria. This is an innovation in social life in Turkey.

ALLIED LINES ADVANCED 11 MILES IN ALBANIA

French And Italian Make Important Gains Along Strategic Road In Three Days' Fighting

(Reuter's Agency War Service)
Athens, May 21.—The French and Italian troops in Albania have advanced to a maximum depth of eleven miles during the past three days. They took a number of prisoners and completely opened the Santi Quaranta Road between Eliseka and Yorkina. The Allied casualties were very light.

CHINESE TANK WEEK IS STARTED TODAY

Reception To Be Held This Afternoon At The Town Hall

Chinese Tank Week for the British War Loan will be inaugurated this afternoon at the Town Hall, when prominent Chinese business men will be guests of Messrs. A. G. Stephen, John Johnston and A. W. Burkill at an informal reception when plans for the week will be outlined.

The affair was originally planned as a Garden Party at the grounds of the British Consulate.

CHINA PROTESTS AGAINST RUSSO-JAPANESE DEAL

Agreement On Transfer Of Part Of Chinese-Eastern Railway Not Recognised

(Reuter's Pacific Service)
Peking, May 24.—In reply to the notification that the agreement between Mr. Kerensky, then Russian Minister for Foreign Affairs, and the Japanese Ambassador concerning the transfer to Japan of the Chinese Eastern Railway between Laoshakow, on the Sungari Railway, and Changchun would be given effect, the Chinese Government has protested on the grounds that China was not consulted regarding the proposed transfer.

GERMANY MUST FIGHT TILL IT GETS 'FREE SEA'

So Says Foreign Minister In Talk To Berlin Chamber Of Commerce

(Reuter's Agency War Service)
London, May 23.—Baron von Kuhlmann, addressing the Berlin Chamber of Commerce, dwelt on the numerous economic advantages of the Rumanian treaty but emphasised that all these closer commercial ties Germany had recently secured in the East made "a free sea" all the more necessary for German trade and they must continue to strive for that.

Pro-Ally Meeting Repeated In Prague

(Reuter's Agency War Service)
London, May 23.—There has been another big demonstration at Prague in favor of the Entente and against Austria. The demonstrators were mostly Czechs with Slavish and Italian sympathisers. Thirty of them were arrested.

Austro-German Pact 'Foundation Of Peace'

(Reuter's Agency War Service)
Amsterdam, May 22.—Baron von Kuhlmann, the German Minister for Foreign Affairs, interviewed by the Vienna correspondent of the Tageblatt, said: "Precisely as the Alliance of 1879 was the bulwark for European peace, so the renewed and deepened Austro-German Alliance will be the foundation stone of the world's peace."

ALLIED SHIPBUILDING SURPASSES SINKINGS

U-Boats Destroyed Nearly As Much In Month Last Year As In Quarter Of 1918

(Reuter's Agency War Service)
London, May 23.—Expert comment on the losses of tonnage points out that the Germans during the whole first quarter of 1918 have done little more than they did in a month last year. Moreover, it must be remembered that the effects of the blocking of Zebrugge and Ostend and the new mine-fields in the North Sea are not yet apparent.

Further, the total for each quarter from April last year have steadily and regularly fallen and the total in April, which previously was the most favorable month of the year for submarines, was nearly 80,000 tons less than the average for the three preceding months. Experts are confident that this improvement will continue to be progressive.

These facts have stimulated von Capelle's boast about the increased number of submarines for, if his statement is true, the damage they have done is less important.

The question is whether new construction has overtaken destruction and this, with the help of the United States, is regarded as satisfactory, the world tonnage built during April having exceeded the 305,000 tons sunk that month.

£80,000,000 WAR LOAN MOVED IN AUSTRALIA

Bonds Would Carry Five Percent Interest Subject To Taxation

(Reuter's Agency War Service)
Melbourne, May 22.—In the House of Representatives today Mr. W. A. Watt, Federal Treasurer, moved a resolution authorizing the flotation of a War Loan of £80,000,000 bearing interest at the rate of five per cent annum, subject to taxation.

He stated that £168,000,000 has been authorized up to the present, of which £149,000,000 had been subscribed, mostly free of tax. The Government desired to give the Imperial Government definite proof of its intention promptly to keep its promises with regard to the payment of its debts. The success of the last War Loan justified the Government in assuring the Imperial Government that the people of the Commonwealth are solidly behind its promises. He estimated Australia's war expenditure for the current year at £84,000,000 and a smaller amount was estimated for next year. Up to the present only ten per cent of the wealth of Australia had been placed in loans.

Mr. E. G. Tudor, leader of the Labor Party, and others congratulated the Government on its new departure with regard to taxation.

Volunteers are enlisting in greatly increased numbers throughout the Commonwealth, including many big strong fellows just under twenty-one. The Federal House of representatives has passed a bill establishing a sinking fund of one-half per cent per annum in respect of all war loans.

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29 MEMBERS RESIGN FROM ST. PATRICK'S

Will Meet On Wednesday To Form The Irish Association

To take action on the sending of a telegram to Ireland, deploring the attitude of the country and urging Irishmen to respond to the Empire's war measures, the St. Patrick's Society of Shanghai will meet at the Palace Hotel Tuesday evening. Twenty-nine members of the society have resigned and will form the Irish Association of Shanghai Wednesday. The St. Patrick's Society will continue.

Among those who have resigned are President H. G. Simms who will preside Tuesday evening for the last time. Major T. E. Trueman, vice-president, who was a target for criticism by members at the last meeting, has also resigned and will join the Irish Association. Messrs. J. K. Tweed, F. H. Forde, B. C. Lambert, S. B. Neill and H. M.

Tibbey Have Been Prominent In Organisation Of The New Association Following The Split In The St. Patrick's Society At The Last Meeting.

Many members of St. Patrick's refused to vote to send the telegram at the last meeting because the time was not opportune; others expressed the sentiments that the telegram lacked the necessary "punch," while a third faction refused to favor the telegram because of alleged threats made in a committee meeting by Major Trueman.

Legion Of Honor For French Officer Who Escapes From Prison

(Reuter's Agency War Service)
Paris, May 23.—M. Clemenceau has handed the Cross of the Legion of Honor to Lieutenant Villelume, who recently escaped from Germany after killing three German soldiers who tried to stop him. He had previously assisted the escape of well-known French aviators whose freedom he considered to be more valuable than his own.

Tank Day In Kobe Nets £50,000 In War Bonds

Reuter's Pacific Service
Kobe, May 24.—The subscriptions to War Bonds on Empire Day totalled over £50,000.

A tank was the principal feature at the demonstration held at the Gymnasium today, where about 600 members of the British and other Allied communities gathered and held a very successful auction at which all bids were taken as a pledge for a subscription to War Bonds.

The British Ambassador, Sir Conyngham Greene, telegraphed to the Tank Committee commending the scheme as an excellent one and wishing them success. The bidding quickly rose from fifty yen to £5,000 and the total amount raised exceeds £50,000. Athletic sports for the children followed, when Consul-General Forster addressed the gathering. Altogether Tank Day proved a great success.

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\$1.00	\$293.00	\$650.00	\$1,614.00	\$5,177.00
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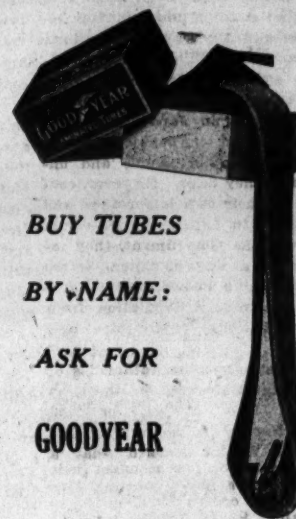
And in buying Goodyear Tires, you are buying the best in tires that money can buy.
Don't be misled by "Just as good" or "Better," but insist on "Goodyear," for in
Goodyear there is nothing of workmanship but the best.

WHY is it that 2 cars out of every 3 manufactured
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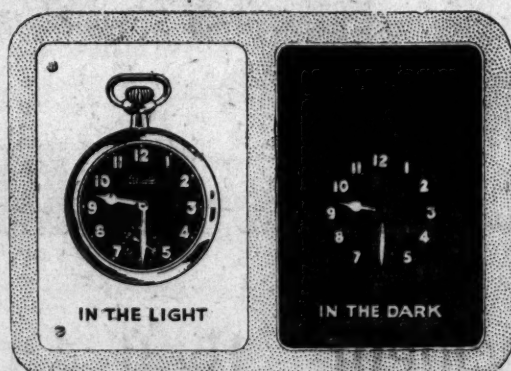
Carry a Watch you can Read in the Dark.

Ingersoll Radiolite Watches have hands and figures
that glow brightly in the Dark.

Ingersoll Radiolite Watches are heavy duty watches.
They stand the Knocks and Jolts.

There is Radium in the hands
and Figures. Enough to do the
work and to last as long as you
have your Ingersoll.

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Radiolites

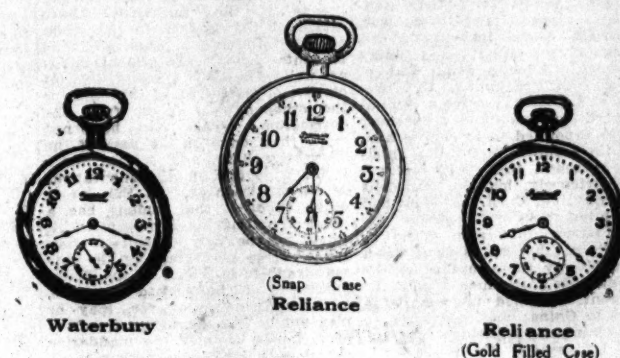
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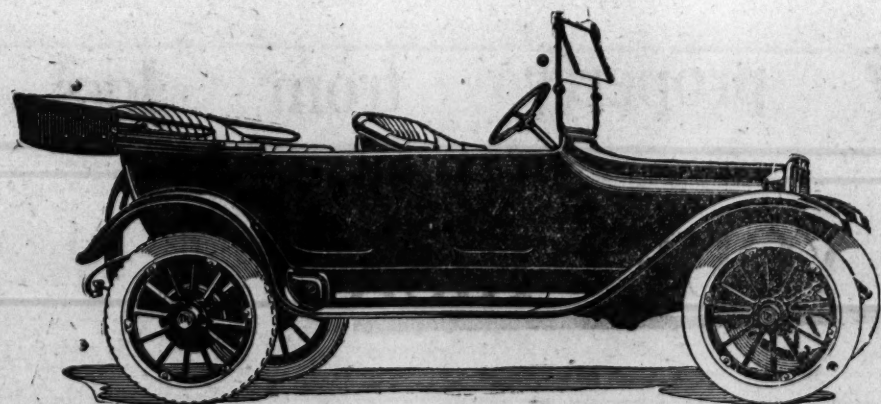
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The Reliance—thin and 7 Jewelled—is the kind of
Watch your friends check their time by.

Then the Waterbury—4 Jewelled—4 New Ingersoll
with a good old name.

You can also have it with a "Radiolite" Dial that
Shows time in the Dark.
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President Tells Students To Mind Own Business

Delegation Protesting Against China-Japan Treaty
Is Received Courteously But Firmly

(From Our Own Correspondent)
Peking, May 21.—An interesting incident happened today, illustrating both the state of uniformed public opinion and a phase of educational development in China.

The Peking students think they have as much right as the Government students in Japan to express an opinion on the subject of the Sino-Japanese Agreement; and undoubtedly they have. However, convinced of their own importance, and the weight that their opinion would have with the Government, they today made a demonstration before the President's Palace, and insisted in his receiving a deputation from them so that they might state their views.

Late last night the authorities of Government University, of the Government Law School, of the Higher Normal School and of the Technical School learned that a movement was on foot amongst their students for a joint meeting this morning and orders were, so far as practicable, issued to the students to attend their classes today and leave politics alone. These orders were not obeyed. At 8.30 this morning a crowd of several hundred students from these four Government institutions gathered at the Hsinhua-men and demanded audience of the President. The Presidency officials tried to get the crowd to disperse, but there was no hose pipe handy, or nobody happened to think of it if there was, and so the crowd instead of dispersing grew larger, and more clamorous. After a good deal of back-and-forth haggling, the President consented to receive a deputation of the students and a dozen or so were appointed to interview him.

On their appearing in the President's presence, they were received very courteously, but the President very firmly told them that they had better mind their own business. He assured them that men quite as patriotic as themselves had been responsible for the signature of the Sino-Japanese Agreement, that the agreement contained nothing detrimental to China; and, according to one account, perhaps not very reliable, he assured them that the terms were virtually those that had been published conjecturally in the local press within the past few days. He told them that they had better get back to their studies and per-

haps in a few years' time they might be qualified to express opinions on political questions and international relations. In the meantime their minds would be more usefully occupied on simpler matters.

The President's remarks were received none too graciously, and it appeared not unlikely that some of the deputation would try to heckle him, but he very firmly declined to answer anything in the nature of direct questions on specific points, and the students had to be satisfied with the knowledge that they had simply disturbed the President's routine of daily work.

Whilst this had been going on at the President's palace, the authorities of the University had been considering how they should deal with the matter, and instead of deciding upon any punishment for the students the Chancellor has decided to resign. The Chancellor is Mr. Tsai Yuan-pai, formerly Minister of Education, and his action casts a side light on the educational condition of the country. Many times students have demanded the dismissal of teachers because of this or that reason for objecting to their continued tenure of their posts. The reason has never been incompetence, of which the student's can hardly be judges, but some other defect, as the students think. The unfortunate thing is that almost invariably the authorities have sacrificed the teacher to the whim of the students. Practically the students dictate educational policy as well, for they demand the inclusion or exclusion of this, that or the other subject in or from the curriculum. This has happened more than once in the case of the University here, and several times it has happened in other institutions of higher learning. In this, as in other spheres, the student has a habit of getting his own way; and it would not be very difficult to trace a very large percentage of the present troubles in China to the direct influence of half-baked students, which influence, however, may or may not be less disastrous than that of a horde of old-time mandarins whose sole idea of progress is to follow in the ruts that their predecessors have worn. The half-baked student and the over-baked mandarin are between them responsible for a great deal.

WAR SAVING CAMPAIGN SUCCESS IN BRITAIN

\$65,205,304 Raised By That
Method In Four Months
This Year

(Reuter's Agency War Service)
London, May 23.—Sir Robert Kindersley, Chairman of the National War Savings Committee, writes that one of the most remarkable aspects of the financial situation since the intensive war-saving campaign was initiated in October has been the increase in the contributions of the small investor in the shape of sales of War-Savings Certificates and Post-Office Bonds. Simultaneously the deposits of the Post Office and Trustee Savings Banks have increased.

The total investment by small investors during the first four months of 1918 was \$65,205,304, as compared with an average monthly contribution in October, November and December, 1917, of \$1,205,533. There were altogether 345,100 holders of British Government securities at the outbreak of the war. There are now some 14,750,000 holders of various types of Government securities.

The Daily Chronicle, commenting on Sir Robert Kindersley's statement, refers to the many-sidedness of the contribution made by Great Britain in the war.

It mentions that Great Britain is clothing the American troops in France and providing most of the armament, except artillery.

Great Britain, up to December 1, 1917, had advanced \$1,186 millions to her Allies and \$175,000,000 to the Dominions.

She transports every day an average of 7,000 officers and men and 30,000 tons of military supplies to France.

Her Navy and merchantmen up to the end of August, 1917, had transported across the sea 13,000,000 officers and men with a loss of only \$500.

The scale of the work done by the navy is too little appreciated. For instance, the Royal Dockyards since the beginning of the war have repaired \$1,470 warships, exclusive of repairs done to Allied ships.

HONGKONG SERVICE LIST

Reuter's Pacific Service
Hongkong, May 24.—At the invitation of Mr. P. H. Holyoak, Chairman of the Club, His Excellency the Governor today unveiled an inscription giving the names of members of the Hongkong Club who have proceeded to the front.

PACIFIST RESOLUTIONS REJECTED BY UNIONS

English Miners' Council Refuses
To Consider Motion Favor-
ing Negotiations

(Reuter's Agency War Service)
London, May 23.—At the annual meeting of the Northumberland Miners' Council a proposal that the Government should initiate peace by negotiations was withdrawn as its movers now considered the present time inopportune.

The Congress of the National Union of General Workers at Blackpool rejected by a large majority a resolution that Labor's support to the Government should cease, as the war is being prolonged for materialistic and capitalistic objects.

British Naval Planes Bomb German Bases

(Reuter's Agency War Service)
London, May 23.—The Admiralty issues the following communique:

Contingents of the Naval Air force between the 20th and 22nd carried out bombing operations on Zeebrugge, also the mole and seaplane base and enemy shipping in the vicinity and also on Thourout and the aerodrome at St. Denis Westrem. Two direct hits were made on enemy destroyers. A photographic reconnaissance shows that one destroyer was sunk. We drove down three enemy machines out of control. All our machines returned.

Mail Notices

MAILS CLOSE
For Japan:—
Per N.Y.K. s.s. Tami M. May 23
Per N.Y.K. s.s. Chikugo M. May 20
For U.S. Canada and Europe:—
Per C.P.R. s.s. E. of Japan May 26
Per T.K.K. s.s. Korea Maru
MAILS DUE

The following steamers are carrying mails from the United States:—
Mexico Maru . . . Due about May 27
Colombia Due May 31
Kashima Maru Due May 31
No other mail is scheduled for despatch from America prior to May 16 and no mail is expected on the Tenyo Maru.

Wedding

Clemons-Jenkins

China Press Correspondence

Hwaiyuan, May 21.—Everything united to make the wedding today of Miss Jeannie Clark Jenkins of Hwaiyuan, to Mr. Harry Clemons of the University of Nanking, an event of unusual charm and beauty. The day was fair and cool, the air fragrant from the masses of flowers blooming in the compound gardens. The annual meeting of the Presbyterian Mission, comprising Nanking, Hwaiyuan and Nansuchow, had brought together many friends of the bride and bridegroom who might otherwise have been unable to be present. More than all, the presence of many relatives of the bride gave to the occasion a distinct family feeling, so rare in far away China.

Rarely do a bride and bridegroom carry with them such warm affection and so many warm wishes. Miss Jenkins came to China in 1910 to teach the children of her sister, Mrs. James Cochran, and the other American children in Hwaiyuan. She has friends without number. Mr. Clemons is the librarian of the University of Nanking and is greatly loved by the many who know him.

The ceremony took place in the Woman's Chapel, a building erected as a memorial to the bride's sister. Its unplastered wall of gray stone made a most effective background for the decorations, planned by Mr. Du Bois S. Morris. The trailing branches of a great white rose vine climbed across the wall at the back of the chapel, much as they had climbed over the garden wall a few hours earlier.

The black wooden pillars, supporting the roof, were transformed by masses of a feathery green vine with tiny star-like yellow blossoms. The lightness of the general effect was relieved by a touch of brilliant red geraniums directly at the back of the platform, while the straight stalks of yucca blossoms on each side gave the impression of tall white candleabra.

Rev. James B. Cochran, the brother-in-law of the bride, performed the ceremony, assisted by Dr.

Bowen, President of the University of Nanking; Williams Cochran, a nephew of the bride, was best man; the Misses Nancy and Lois Cochran were bridesmaids; Gwendolyn Cochran and Elizabeth Morris were flower girls, and four of the small boys of the station, William Watts Cochran, Samuel Cochran, Jr., Du Bois Morris, Jr., and James B. Cochran, Jr., were the ushers. It was a very happy choice of the bride to have for her attendants these young relatives for whose sake she had come to China and whom she has been teaching during her years here.

The guests felt the unique charm of the occasion when they were met at the door by the small ushers, who, their faces grave with the importance of the event, took them by the hand and led them to their seats. As the airs which Mr. Morris played on the piano, accompanied by Mrs. Niles' violin, changed to the Mendelssohn Wedding March, the bridal party entered. First came the four ushers, followed by the tiny flower girls in dainty white frocks carrying bouquets of many-hued garden flowers. They were followed in turn by the bridesmaids, dressed respectively in gowns of yellow chiffon over pink and blue of Nanking; Williams Cochran, a chignon over pink net, and carrying bouquets of pink roses. The bride came on the arm of Dr. Samuel Cochran, who gave her away. She was dressed in a gown of white embroidered silk crepe, with a veil of tulle edged by wide point lace, and she carried a shower bouquet of white bride roses.

After the ceremony a reception was given to the guests at the home of Mr. James Cochran. Among those present from out of town were Dr. and Mrs. Bowen, Miss Ellen Dresser, Miss Mabel Lee, Miss Jane Hyde, Rev. W. J. Drummond, Dr. Joseph C. Jarritt, Dr. Sloan, Rev. A. V. Gray, Mr. Owens and Vice-Consul Gilbert, from Nanking; Rev. Edwin C. Lobenstein, Dr. J. Walter Lowrie and Dr. and Mrs. R. C. Beebe from Shanghai; Rev. and Mrs. Thomas Carter, Mr. and Mrs. J. Loessing Buck and Miss Marian Gardner from Nansuchow; Miss Kurt and Mrs. Benedict from Pengpu; and Misses Gertrude Denison and Esther Kjelberg of Hwaiyuan.

Mr. and Mrs. Clemons have left for a short trip, after which they expect to return to Nanking where Mr. Clemons will resume his work as librarian in the University.

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Sold by the best Druggists and Stores
Wholesale Depot, 8 Nanking Road, Shanghai.



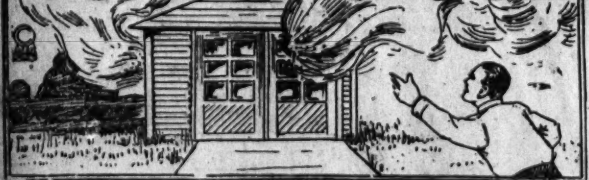
Doctor's Opinion in China:

"In all cases both young and old suffering from digestive derangements and irritation and weakness of the alimentary canal, I have found it of the greatest use."

PINKETTES

gently cleanse the system, thus dispelling bilious headaches, purifying the breath, clearing the skin and aiding the appetite. Of all chemists, also 60 cents the retail price free from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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YOUR MOTOR CAR IS WANTED

The Car of every Ally in Shanghai
with Red Cross Decorations

Tuesday, May 28

RED CROSS PARADE

It will start at 3 p.m. sharp from the corner of Avenue Edward VII and The Bund.

A PRIZE

will be given for the most appropriately decorated car. We want the car of every Ally in Shanghai. Make it unanimous!

Elaborate decorations are NOT required.—BE ON TIME.

Route will be along The Bund to Nanking Road to Thibet Road, where Motor Cars will be reviewed by Judges and pedestrians. Motor Cars will proceed to the French Park for refreshments and disband.

ORDER OF PARADE

- | | |
|-----------------------------------|---------------------------------------|
| 1st. Foreign Policemen at 2.20. | 10th. 4 Aides. |
| 2nd. 6 Sikh Policemen. | 11th. Chinese Cadets. |
| 3rd. Maj. Holcomb, Grand Marshal. | 12th. „ Scouts. |
| 4th. Aides—4 in number. | 13th. „ Band. |
| 5th. Municipal Band. | 14th. „ Students. |
| 6th. American Co., S.V.C. | 15th. „ Civilians. |
| 7th. Chinese Co., S.V.C. | 16th. Trolley—Flat Car—Military Band, |
| 8th. Tank—Trolley. | Flags. |
| 9th. P. K. Chu, 2nd Marshal. | 17th. Motor Cars. |

A New Tank and a Galaxy of Bands

TEA DANSANT

French Park

4.30 P. M., TUESDAY, MAY 28 — RAIN OR SHINE

Admission \$1.00 includes ALL

Campaign conducted by American Red Cross (China)

(Space kindly donated by Getz Bros. of the Orient, Ltd.)

BRITISH AND AMERICANS IN FRIENDLY GATHERING

First Of Series Of Dinners To
Promote Mutual Understand-
ing Held In Peking

(From Our Own Correspondent)
Peking, May 22.—There has been held this evening one of the most significant gatherings of recent years in Peking, the British Legation staff, the British commercial community and a number of other British residents being entertained at dinner by the American Association of North China. The gathering took place at the Grand Hotel des Wagons Lits, and was undoubtedly the largest and certainly the most representative of the kind that has taken place in Peking. It is expected that this will be the first of a series of Anglo-American gatherings, the object of which is to promote closer intercourse and better understanding between the two nations in their work in China. The ground has been prepared by the Anglo-American series of lectures under the auspices of the Union Language School of Peking, and by similar gatherings in Shanghai, Tientsin and other ports.

Mr. F. E. Hitchcock of the Siam-Carey Canal and Railway Corporation was toastmaster, and he had up his sleeve a whole series of excellent speakers, whom he introduced in the most delightful manner. After the toast of the King of England and the President of the United States had been drunk, Mr. Hitchcock called on Sir John Jordan, H. B. M.'s Minister who, in the course of a five-minute speech, expressed on behalf of his fellow-countrymen present their high appreciation of the cordiality that had prompted the invitation, an appreciation that was only in part expressed by the very large number of acceptances it had brought forth. He then told how, whilst in England on furlough twelve months ago, the news had been received of America's entry into the War. The prevailing sentiment had not been one of rejoicing that now the whole material resources of the United States would be at the disposal of the Allies but rather of quiet reassurance that England had been right in entering the war at all, for a war into which the United States would deliberately enter must be a righteous war. The entry of the United States was a moral approval of inestimable value.

Dr. Reinech followed, and in a speech that was followed with the utmost attention he showed how the British ideals of international justice and national liberty and freedom had been so very largely interwoven in American national life that to take them away would be to uproot American institutions and struggle the national life of the people of America. He also pointed out how the fact that President Wilson had for many years been a close student of English political life and character, and had painted portraits, in his earlier book, of American statesmen in which the English lines were strongly marked, had admirably fitted him for full and appreciative co-operation with the leaders of Great Britain at this momentous juncture. Dr. Reinech's address, all too brief as it was, was a very fine tribute to the best in British political life and character.

Other speakers, Dr. Morrison, Mr. Putnam Weale, Mr. C. E. Allen, and Mr. Denby, of the U. S. War Trade Board, all made valuable contributions to a preliminary discussion of what the two peoples could do here in China to foster mutual interests and to help China to attain the place she ought to be filling. The whole gathering was a great success, marked by hearty good fellowship.

UPRIGHT MAGISTRATE GETS USUAL REWARD

Too Zealous For The Public
Good, He Loses His
Job

China Press Correspondence

Chukiatoh, Kiangsu, May 18.—Because of marked efficiency and modern ideas of government the District Magistrate here created quite a few enemies. When recently in carrying out a series of gambling raids he came into conflict with those in positions of influence, this opposition became strong enough to bring about a change of magistrates. Under the new magistrate things are apparently taking the old course of least resistance.

The country is taking a final deep plunge in the dissipation of play before the exhausting labor of the new season. Very remote is the town which is not visited by a roving theatrical company at this season. There is a play to suit every taste, and standing room for all. When tickets are sold there is often trouble between the company and the would-be spectators; but when the money is furnished by some local guild, as is most usual, there is very little trouble.

An actor from a theatrical company was beaten to death on the streets of a near-by city a few days ago. Becoming embroiled in a difficulty with a fellow-actor he fled, was pursued and beaten to death before the eyes of the local police, who refused to take a hand on the ground that they were in the same company and could manage their own affairs.

Another tragedy came about in a gambling raid of the district official. The police mistakenly entering the wrong house, a woman became frightened, thinking they were robbers, and leaped from an upper story window, and was killed immediately.

Chinese Organisations' Farewell To Consul-General Sammons



This photograph was taken on the roof-garden of the Oriental Hotel after the farewell tiffin given to Mr. Sammons by the representatives of six Chinese organisations. At Mr. Sammons' right is Mr. Chu Pao-san, president of the Chinese Chamber of Commerce; at his left Mr. C. T. Wang.

Books And Magazines For Soldiers

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Messrs. W. E. Wilson, W. A. Sturberg, J. B. Ross, L. M. H. Beytagh, W. McIntosh, James Gray, Osborne, H. B. M. Postal Agent, Tientsin, H.B.M. Postal Agent, Chefoo; The Shanghai Miniature Rifle and Revolver Club; The New Engineering and Shipbuilding Works, Ltd., Mr. and Mrs. Handley-Derry (Tientsin), China Island Mission, Messrs. Maitland and Co., Ltd., Messrs. F. L. Marshall, H. T. Hancock, Andrew Spiers, L. Elmore, A. C. Akehurst, H. Chatley, A. McGregor, (Harbin Road Police Station), H. E. S. Pickering, W. L. Thompson, A. Adamson, G. Duplessis, C. H. Ryde, D. S. Barclay, A. G. Hill and K. K. Johnson.

The following letters were received last week:
Red Cross Depot,
Bombay, April 9, 1918.
The Postmaster,
British Post Office,
Shanghai.

Dear Sir,
I beg to acknowledge receipt of 20 mail bags containing books and magazines for Soldiers and Sailors, and on behalf of the Red Cross I wish to convey their grateful thanks

for these gifts which will be much appreciated.

Yours faithfully,
Sd. A. L. Davies,
Major,
Hon. Superintendent,
Red Cross Depot.

Dear Mr. Harborne,
Will you thank everyone very much for the books and papers you sent in December and January last. I have been very ill and unable to acknowledge them before, but if you knew how grateful we are for them, you would feel it was well worth while sending them.

We have three huge camps round here, accommodation for about 20,000 men and all papers, books and magazines are very gratefully received. I distribute them through the Chaplains who are always asking me for more.

The cards also are very welcome, and if anyone would send any picture postcards.

I only wish I could describe to you what real pleasure your gifts give to the men. Please accept their and my heartfelt thanks for all your kind thoughts.

Yours sincerely,
Sd. F. K. Wheatley,
Matron,
Station Hospital,
Wellington, India.

Mr. G. Butland Loses Another Son In War

Lieutenant George Butland Killed On May 21, War
Office Cables

News of the death in action of Lieutenant George Butland, formerly of the Vacuum Oil Company, Shanghai, Hankow and Tientsin, was received yesterday by his family here. The cablegram from the secretary of the War Office, London, read: "Deep regret that Lieutenant George Butland, York and Lancashire Regiment, killed in action, May 21. The Army Council expresses sympathy."

Lieutenant Butland was educated in the C. I. M. School of Chefoo and was for three years employed in Shanghai at the Vacuum Oil Co. office. Later he was transferred to

Hankow and then to Tientsin. He left the latter place for the front in October, 1914, and was wounded seriously in July, 1918. Following his recovery he again went to the front.

Lieutenant Butland was the second son of Mr. and Mrs. George Butland and brother of Mr. Charles Butland of Shanghai. It will be remembered that his elder brother, William, was also killed in action in January, 1916.

JAPAN RUMOR EXPLODED

Reuter's Pacific Service
Peking, May 24.—The Chinese press reports that there has been a meeting of the Diplomatic Corps regarding the protection of foreign residents at Changsha at which it was decided that Japan should undertake the necessary measures. This report is unfounded. No meeting has been held and the question has never been discussed by the Diplomatic body as a whole.

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Land For Sale, in the International and French Settlements. Suitable for Schools, factories or residences.

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WALK-OVER SHOES

RIGHT IN WORKMANSHIP, IN MATERIAL, IN FIT AND IN PRICE



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SOMETHING
NEW



Come to the

WALK-OVER STORE

Where you don't have to experiment when buying footwear. Here we fit you, with an accurate knowledge of just what shape is necessary to give you the utmost in comfort and satisfaction. Our business is built upon the foundation of regular customers, whose confidence was won originally and is retained permanently by good service and careful attention.

You'll like the way we treat you. Come in and see us.

PHOENIX, ONYX AND McALLUM SILK HOSIERY

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RUSSIAN AND ALLIED BUYERS

We have recently received and are showing the latest samples of high grade American textiles, piece goods, shoes, notions and novelties; suitable to your trade.

Your Inspection Invited

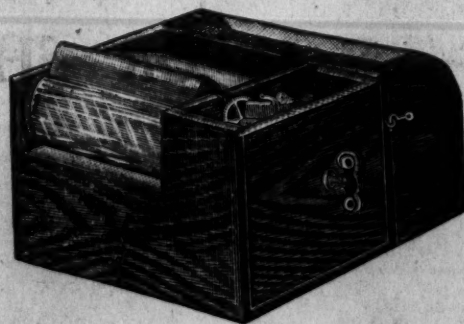
GETZ BROS. of the ORIENY, LTD.

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Get rid of the flies and save yourself from germs and discomfort.



All these traps repaired free of charge

Price \$4.00 each

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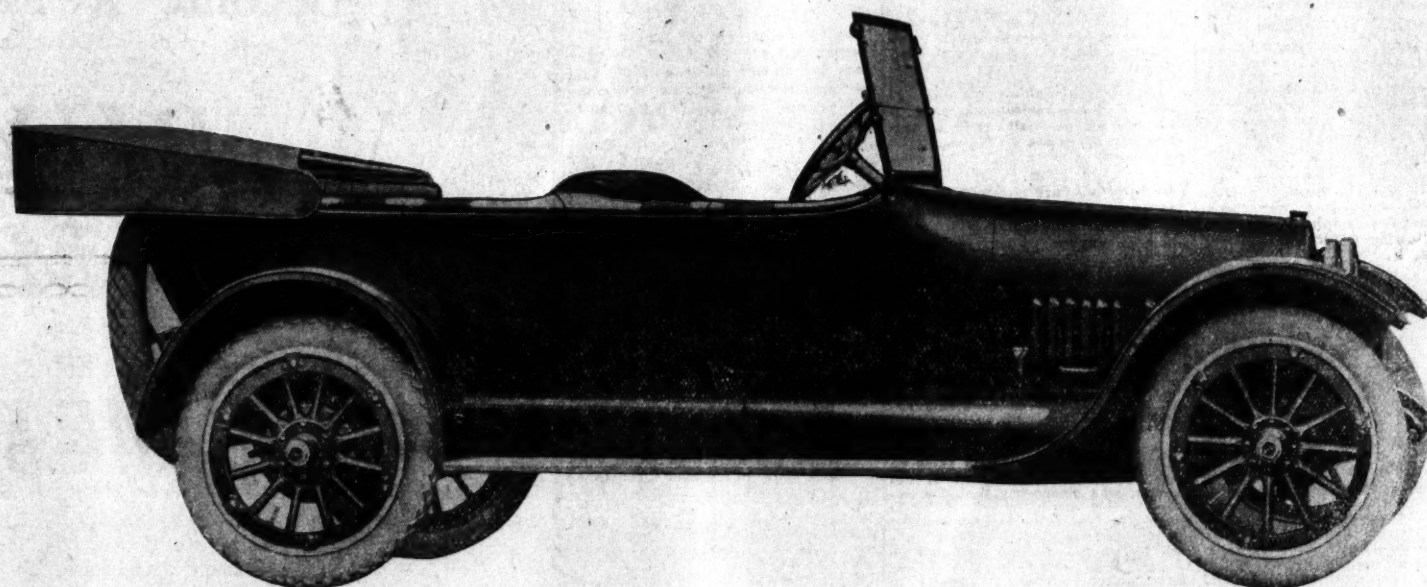
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Another Shipment Has Arrived of the

BUICK "BIG SIX"

"Same engine as the small Six"



A SEVEN-passenger, Six cylinder motor car at a price that will surprise you.

It has the same record for economy that made the first Six famous. Commodious, steady on the road, and with wonderful reserve power, this Buick is a winner.

Secure a demonstration

H. S. HONIGSBERG & Co. INC.

Sales: West 1234

Service: West 1211

MR. LANSING EXPLAINS DUTCH SHIP ISSUE

Denies Holland's Inference That
Seizure Of Vessels Was
An Unfriendly Act

POINTS TO GERMAN DURESS

Quotes Netherlands Govern-
ment's Admission Of Inability
To Meet Its Agreements

Washington, April 12.—Secretary Lansing late this afternoon issued a statement in reply to the statement of the Netherlands Government on March 30 in regard to the taking over of Dutch ships.

A copy of the statement has been sent to the Netherlands Legation, but it has not been communicated to the Holland Government in the form of a note because the Netherlands Government, in setting forth its position, merely issued a statement and sent no formal note of protest to Washington.

After pointing out that the Netherlands Government does not argue the question of the legality of the action taken by the United States, Secretary Lansing, dealing with the declaration by the Netherlands Government that the very presence of these Dutch ships in American ports resulted from one detention of them with an unfriendly hand, points out that the statement of the Netherlands Government explicitly recognizes the traditional friendship between the two countries, and asserts that it should not "hastily be presumed that friendship" or been false to American ideals of right and justice.

Here is the full text of Secretary Lansing's statement:

"The Netherlands Government have issued a statement relative to the recent action of the Government of the United States in putting into its service for the period of the present war emergency certain privately owned vessels of Netherlands registry lying within the territorial jurisdiction of the United States. While this action is referred to as being indefensible from the standpoint of international law, the statement of the Netherlands Government does not dispute the question of legality. Nor is this Government disposed to do so. The practice of nations and the opinions of jurists on the right of a belligerent to utilize all vessels which come voluntarily and unconditionally within its jurisdiction are sufficiently well known to render citation of precedent and of authority unnecessary. But, as the Netherlands Government themselves suggest, our action must be subjected to a finer test than that of mere legality. It matters very little that our act be legal if, as alleged, it violates traditional friendship and is inconsistent with ideals of right and justice. Sought Special Privileges

"The Netherlands Government first declare that the very presence of Dutch ships in our ports resulted from our detention of them with an unfriendly hand. While our right to refuse bunkers and cargo license is conceded, friendship, it is said, should have led to the granting of special privileges in favor of the subjects of a friendly State. Our own supply of bunker coal at seaboard has been inadequate for our pressing national needs. The cargoes which were demanded were largely of grain, of which our own reserves are all too low. The bunkers, if granted would have served to carry this grain to the Netherlands where, as events have demonstrated, it was not then needed, and where it would only have served to release equivalent foodstuffs for the enemy. Such action on our part, whatever its intention, would in fact have been an act beneficial to the enemy and having no relation to our friendship to the Netherlands. The owners of Dutch ships were, however, unwilling that their ships should perform any other services than those

Cleaning Up On The Way To The Front



American boys, members of the Field Artillery in France, cleaning their boots on the way to the front.

which it was clearly impossible for us to facilitate, and the ships of this maritime nation accordingly lay idle for many months and until the conclusion on January 25, 1918, of the temporary shipping agreement which was proposed by the Netherlands Commissioners at London and accepted by the United States as a measure to restore to immediate activity that portion of the Netherlands mercantile fleet lying within our waters.

Balked By Germany

"The statement of the Netherlands Government seems to imply that this agreement was in fact lived up to by the Netherlands Government, yet evidence to the contrary is found in the statement itself which refers to German objections as having prevented performance by that Government of what is erroneously referred to as America's demand, but what was in reality a Netherlands undertaking, that when a Dutch ship left the United States for the Netherlands a corresponding Dutch vessel should simultaneously leave the Netherlands for the United States. Had not the Netherlands Government, under German threats of violence, which were a matter of common knowledge, felt unable to carry out the temporary shipping agreement, it is inexplicable that the S. S. Samarinda and Adonis would not have sailed for a Dutch port with their cargoes of foodstuffs, which under the agreement the Netherlands was to receive, and of which it was asserted her people were in direct need. Indeed, the statement of the Netherlands Minister for Foreign Affairs made to Parliament on March 12, 1918, if it is correctly reported to us, sets out in considerable detail Germany's objections, which prevented performance of this shipping agreement. As recently as March 14, 1918, after the Netherlands Government had been informed that the situation had reached a point where the associated Government could see no alternative but requisitioning, a note was presented on behalf of the Netherlands Government expressing the hope that Germany's objections might still be overcome, so as to permit at some future date complete performance of this agreement, which was to have been put into operation immediately and completely upon its conclusion, nearly two months before.

"One year ago, the United States abandoned its neutrality and pledged its entire resources of life and treasure to insure the triumph of democracy over anarchy and to assist to save the world from the blight of militarism. As a result

of a species of naval warfare directed against belligerents and neutrals alike, which the Netherlands Government have themselves declared to be illegal, there has during this period existed a shortage of shipping which threatened to postpone at frightful cost the ultimate victory. This has created an emergency which in magnitude and significance has seldom if ever before been equalled. During this period there have been lying in ports of the United States and subject to its jurisdiction and control approximately 500,000 tons of ships of Netherlands registry.

At any time within a year the United States might have exercised its right to put these ships into a service useful to it. Yet it forebore and for many months patiently negotiated, first in Washington and then in London, until finally the temporary agreement of Jan. 25 was entered into. No sooner was this agreement concluded than it broke down under German threats of violence which overruled the will of the Netherlands Government expressed therein. Then and then only did the United States take steps to accomplish through the exercise of its own right that which it was hoped could have been accomplished by agreement, and which the Netherlands Government had been willing in part so to accomplish.

Full Return For The Ships

"The action taken leaves available to the Netherlands Government by far the greater part of their merchant marine and tonnage, which, according to estimates of their own officials, is ample for the domestic and Colonial needs of the Netherlands. Shipping required for these needs will be free from detention on our part and will be facilitated by the supplying of bunkers. The balance is being put into a highly lucrative service, the owners receiving the remuneration, and the associated Governments assuming the risks involved. In order to insure to the Netherlands the future enjoyment of her merchant marine intact, not only will ships be returned at the termination of the existing war emergency, but the associated Governments have offered to replace in kind rather than in money any vessels which may be lost whether by war, or marine risk; 100,000 tons of bread cereal which the German Government when appealed to the Netherlands by the associated Government out of their own inadequate supplies, and arrangements are being perfected to tender to the

Netherlands Government other commodities which they desire to promote their national welfare, and for which they may freely send their ships.

"The statement of the Netherlands Government explicitly recognizes the traditional friendship of the United States toward their country. It recognizes that we have heretofore sought to act in accordance with the dictates of right and justice and to champion the interests of smaller nations. It should not therefore hastily be presumed that we have now abruptly repudiated that friendship and been false to those ideals. It is, in fact, difficult to believe that such a conclusion could be drawn from this exercise of our rights in a manner which scrupulously safeguards and indeed promotes the national interests of the Netherlands."

Dutch Ship Owners Worry

The Hague, April 12.—Dutch ship owners in Rotterdam are complaining because three weeks have elapsed since the seizure of their ships and no details are given by the American and British Governments as to how the value is to be adjusted in case of loss. Promises to return the ships at the end of the war signify good intentions, they say, but the ships might all the sink.

I learned today unofficially that plans for dealing with the owners of the Dutch ships have been drawn up in Washington and London and are expected to be made known here immediately. The owners will be paid on gross or dead weight tonnage a sum nearly three times the amount the British Government pays for its ships. Insurance will be included, and the only deductions are for the cost of repairs making ready for the first voyage. Owners are to be paid in cash for all losses or have their ships replaced as soon as possible after the war.

America has sixty-nine ships, out of which only thirty over 2,500 tons are to be used in the Atlantic trade. The loss under the convoy system is less than 1 percent, so that there would be no difficulty in replacing these vessels at the end of the emergency or the war.

The question as to whether the Dutch Government is to send ships to America to fetch 100,000 tons of grain which the associated Governments put at her disposal is still in abeyance. Interpellations are expected in States General this week on this question. Van Mamel's pertinent questions, put to the House on April 2, as to why the Government had not sent for the grain so badly needed by the Dutch people have not been answered. Neither the ship owners nor the people in the best-informed Dutch circles believe that they have received a sufficient guarantee from the associated Governments that the ships would be allowed to return with the grain.

About sixty-five ships are lying idle at Rotterdam and thousands of workers on the piers are idle.

Meantime the food situation is becoming really serious. The half-pound meat ration is to be discontinued soon. Everybody in Holland has to eat sausages. Cattle cost seven guilders each.

A party of 45 British officers and 150 men arrived here last night from Germany to join the 5,000 already interned in Holland. They arrived at Aix-de-Chapelle when the offensive started and were sent back to Holzminden for fourteen days, and lived on the German ration of bread, water, potatoes and soup.

GERMAN NET SPREAD FOR OUR PAPER MONEY

Buying It Up In Holland And
Denmark, As Well As
Switzerland

Washington, April 15.—The State Department has been notified by the American Legations at The Hague, Copenhagen and Bern that American paper money is being bought up in Holland, Denmark, and Switzerland. The reason is a mystery to the American diplomatic officers making the reports, but the suspicion is that the American money is being obtained for the use of the German Government.

The attention of the Treasury Department has been called to these reports, and suitable action has been taken. Exports of American paper money have been or will be prohib-

ted, and passengers from this country for Europe will be limited to comparatively small amounts.

The diplomatic reports confirm a special cable despatch from Bern printed in The New York Times today, in which it was said that Germany was purchasing all the available American paper money there. Germany, it was said in the despatch, was employing every possible agency to get American money out of France, and was using American and allied paper money to maintain the exchange rate on the mark.

Officials say they are still mystified as to the purpose, but some of them have a theory that the paper money is being used to liquidate orders for war supplies in Spain, Holland, Switzerland, Denmark, and other neutral countries of Europe. It was suggested also today that goods might be bought in Latin American countries with American paper money and shipped to Germany through neutral European countries.

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 No. 100. Cord Top line. Price \$5.50 each.
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 No. 150.....Price \$11.50.
 No. 300.....Price \$15.00.
 Tennis Court Markers. Hold sufficient whitening to mark one full size court.....Price \$8.00 each.

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 The most comfortable shirt for all kinds of sport. A trial will convince you. Sizes from 14 to 18 inches.
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 Extra large **\$3.50** Suit
 The "Record" Navy Swimming Costume.
 No. 311 Correct A.P.A. design, one piece. In Men's size only. Price **\$2.00** each
 "Our Boys" Swimming Costume.
 No. 31 A very fine costume specially made like Dads in navy, size Small, Boys, Youths. Price **\$1.50** **1.75** **1.25** each
 Men's Navy Triangle Bathing Drawers. Price **55 Cts.**
 Men's Navy Stockette Bathing Drawers, Small, Medium, Large Extra Large. Price **.75 .80 .85 .90** cents



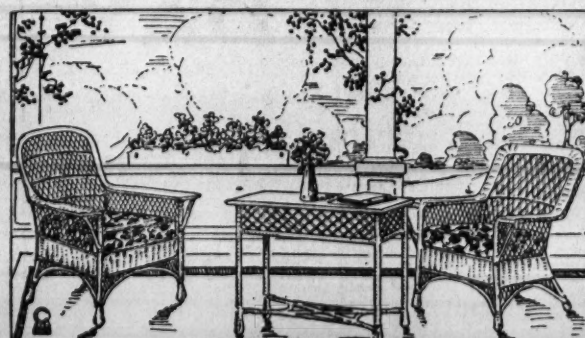
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United States Army And Navy Notes

New York, April 14.—The New York Division of the National Guard Army, now ready for transfer overseas, has a surplus of mascots, according to The Gazette of the 7th Regiment. A soldier correspondent at Camp Wadsworth writes as follows of the mascots of the Empire Division:

"Personally we have not troubled to conduct a canine census or to check up the number of goats, pigs, chickens, squirrels, monkeys, raccoons and such-like to be found hereabout; but, if you were to ask us for an offhand estimate, we'd tell you without blinking that there are more mascots in Camp Wadsworth than there are animals in Central Park's Zoo."

"You may squash, slosh, and skid up and down our nice muddy roads until you cast a shoe or stall, and not once will you be able to look round you without seeing at least a few of the aforementioned creatures. You can't get away from 'em. They are everywhere. They seem to us that abide here just as natural a part of every landscape as the trees, the mud, the tents, the cook shacks, and the stables."

"Dogs predominate. They're of every known breed, color, size and temperament, too. There are mastiffs, bloodhounds, greyhounds, beagles, setters, bulls, poodles—yes, and some of 'em even wear pink ribbons—terriers and many, many, many, oh, so many, plain mongrel curs. Some of them are honest-to-goodness mascots that were brought here from beyond the 'Smith and Wesson Line,' and they, of course, are petted, pampered, and photographed after the manner of mutts of high station. As for the rest of the pack—well, they just came to us—from nowhere."

A new engineer regiment, the first of the kind ever organized in the history of the army, is now assembling at the Engineer Camp on the race-track grounds at Laurel, Md. Colonel James F. Bell, Corps of Engineers, U. S. A., is in command, and has issued the following statement regarding the regiment and the qualifications necessary in order to be enlisted as a part of its personnel:

The latest demand from our troops in Europe is for a regiment to maintain and operate the boats and barges on the rivers and canals of France. France has in the Rhone, the Seine, the Loire, and the branches of the Rhine, together with the connecting canals and smaller rivers, probably the most highly developed inland waterway system in the world. Water transportation is popular and is used very extensively. Their system has been for years the best model for study by waterway engineers from all countries.

To meet the demand for men to maintain and operate vessels on this system of waterways the 57th Engineers is to be assembled and organized at Laurel, Md. This opportunity not only to see and travel on these rivers and canals, but to gain first-hand experience in operating a system that is a model is one that will appeal to many young Americans as well as to those who have had years of experience on our own waterways. They will see here not only an opportunity to serve their country, but an opportunity to serve her in the line in which their experience will make their work most valuable. Bargemen, teamsters, saddlers, sailmakers, riggers, blacksmiths, ship carpenters, steersmen, holding engineers, marine gasoline engineers, and a few clerks will be needed.

The requirements for enlistment are the same as for recruits in general, with the added requirement that men must have experience as outlined above. An applicant should apply for the 57th Engineers (Inland Waterways Regiment) at the nearest recruiting station and give his age, address, trade, and years of experience, with name of present and of a previous employer. Men who are not within the prescribed age limits of who cannot pass the usual physical examination for recruits need not apply. Drafted men may have an opportunity later to transfer to this regiment, but they cannot enlist for it now and they are requested not to write about it, as no exceptions can be made and no places held open. Enlistments must be made in the grade of private, but as there are thirty men in each company of the grade of Sergeant or above and twenty-nine in the grade of Corporal, the opportunity for promotion will be excellent for good men of experience.

Recruiting officers have authority to enlist qualified men for this regiment without approval by the Colonel of the regiment. Further information can be obtained, however, by application to Colonel James F. Bell, Engineers, N. A., Laurel, Md.

Brig. Gen. F. W. Sladen, U. S. A., one of the best known of former West Point Commandants of Cadets, is now commanding one of the brigades in the army under General Pershing. General Sladen was Secretary of the General Staff in Washington when ordered to assume his more important duties in France.

That the United States Marines will fight as a division in France is indicated by the fact that the House Committee on Naval Affairs has recommended the appointment of an additional Major General for the corps. The only officer of this rank now in the corps is Major Gen. George Barnett, the commandant. The opinion is general in Washington that the first marine division commander will be either Brig. Gen. Charles A. Doyen, who commanded the first marine regiment ordered to France, or Brig. Gen. John A. Lejeune, the officer who organized the famous marine battle training camp at Quantico, Va.

Major Arthur Adams, O. R. C., in

charge of the Inspection Division of the Ordnance Department for the New York district, announces that men between the ages of 40 and 60 years are needed by the Ordnance Department. The men must be mechanical engineers or men who have had chemical experience. They are desired for executive positions which pay from \$2,000 to \$3,500 a year. This department has charge of all army ordnance manufactured in this part of the country, the inspection territory including more than 150 munition plants. Further information may be had from Major Adams, whose office is in the Albemarle Building, at Broadway and Twenty-fourth Street.

Chaplain Joseph Clemens of the Field Artillery, one of the best known Chaplains in the regular army, has been retired as a result of disability, due to hard service at home and in France. Chaplain Clemens is a native of England and entered the army seventeen years ago.

Another class of assistant paymasters, destined for active service in the fleet, entered the Navy Training School in Washington last month. There are about ninety young men in the class, most of them from the enlisted personnel of the navy.

The long trip across the Atlantic, says The Army and Navy Register of Washington, will afford an opportunity for special instruction of troops on their way to France. The school of officers will include recitations held daily in French, instruction in musketry, minor tactics, military courtesy and honors, and field fortifications. There will be an examination held upon completion of each subject. Non-commissioned officers and selected privates will attend school daily and cover the elementary and fundamental parts of all subjects treated in the officers' school. For all officers and men there will be instruction in the order and insignia of rank of the United States, French and British Armies. An important part of the program on board transports will be the daily exercise of thirty minutes' duration in energetic calisthenics for all officers and men. There will be, in addition, certain special subjects for staff officers.

Three additional flying schools have been approved by the War Department. One will be in California, another in Mississippi and the third in Georgia. The California school will be a "one unit field," which means that four aero squadrons will be maintained there for instruction.

The Great Lakes Naval Training Station, near Chicago, will honor the memory of all former Great Lakes men who die in the service of the country. The memorial will be placed in the Administration Building. The roll of honor now totals about thirty men who have made the supreme sacrifice.

The 28th Division of the National Guard Army, which is now ready for overseas service, will in the future be known as the Keystone Division. As its new name indicates, the division is that of the Pennsylvania National Guard. The organization is now in camp at Camp Hancock, Ga.

The 59th United States Regiment of Heavy Field Artillery, which is training for overseas duty somewhere in New York, was presented with a handsome stand of colors a few days ago. The donors of the flags were New Yorkers, and the presentation speech was made by United States Senator William M. Calder. The entire regiment, in full equipment, was paraded in honor of the event. Colonel Sydney Grant, U. S. A., the regimental commander, received the colors.

The Fifty-ninth is armed with heavy howitzers, and is made up of one-third regulars and two-thirds National Guardsmen, the latter from New York City. The New Yorkers in the command were drawn from the 13th Coast Artillery Regiment, while the regulars are from forts in and near New York. The three battalion commanders are Lieut. Col. Harry J. Watson, U. S. A.; Lieut. Col. B. H. Perry, U. S. N. G., and Lieut. Col. William C. Waller, U. S. A.

Colonel Frederick Perkins, U. S. A., until recently in command of a brigade in the national army division at Camp Sherman, Ohio, has been ordered to duty on Governors Island. He has been designated Officer in Charge of Militia Affairs for New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, and Virginia. This is Colonel Perkins' second assignment to Governors Island, he being a former Assistant Adjutant General of the Eastern Department.

Major Albert T. Rich, U. S. A., who, as a First Lieutenant, organized and subsequently commanded the "model company" of the National Guard of New York, is one of the regular army battalion commanders under General Pershing in France. The "model" company which Major Rich organized came to be known as the best-drilled guard unit in the United States. Major Rich was a regular army Inspector on duty in New York when he organized the unit, many of the enlisted men in which have since become officers in the army.

A school for the training of enlisted men for positions as non-commissioned officers has been established at Paris Island, E. C., by the Marine Corps. The course of instruction includes modern bayonet fighting, trench work, the command of small units, and other features

Mud—The Natural Enemy Hampers Both Sides In Flanders



The mud of Flanders is looked upon by British soldiers as an enemy. It is, as recent despatches tell, an enemy to both sides, and at the moment is more against the Germans than the British. These British troops are trying to haul a heavy gun out of the mire and are having their troubles. Some of the men are up to their knees in the mud.

of the work which the non-commissioned officer must know in this war.

The champion machine gun unit of the New York Division at Camp Wadsworth is the 1st Platoon of Company D of the 104th Machine-Gun Battalion. The second best unit is the 2d Platoon of the same battalion, while the third best is the 1st Platoon of the 104th Battalion.

The camp on the Gettysburg battlefield, where the "tank" units for the overseas forces are in training, has been named Camp Colt, in honor of Samuel Colt, who, eighty-three years ago, patented the army revolver which bears his name. The "tank" training camp is one of the most interesting spots in the United States. Its commander, whose name has not yet been published by the War Department, is one of the best known engineer officers in the United States Army.

The 30th Division of the army, which is made up of the guardsmen from Tennessee and the Carolinas, is now the "Old Hickory" Division. The reason for the name is given in the following order issued from the division headquarters at Camp Sevier, S. C.

1. The name "Old Hickory Division" is selected from the names suggested for this division, as best exemplifying the sturdy fighting qualities of soldiers from North Carolina, South Carolina and Tennessee, who comprise the vast majority of the personnel of the division.

2. "Old Hickory" was the affectionate nickname of Andrew Jackson, famous American General of the War of 1812. He was born in 1767. While both North and South Carolina claim him as a native son, it is certain that he studied law at Salisbury, N. C., and while yet under twenty years of age he was admitted to the bar as attorney and counselor, and in 1788 he was appointed public prosecutor in the region now forming the State of Tennessee. In 1796 he was elected to Congress, and in 1797 to the United States Senate, from which body he resigned the following year. From 1799 to 1804 he was Judge of the Supreme Courts of Tennessee. He was again elected to the United States Senate from Tennessee in 1823. He was later President of the United States for eight consecutive years.

3. His life was a stormy one, but, taken all in all, "Old Hickory" Jackson was one of the most commanding personalities in American history. It is his indomitable fighting qualities as shown particularly at the battle of New Orleans on January 8, 1815, that this division will emulate. The

military history of the ancestors of the soldiers of this division give every reason for the world to expect great things of their sons.

4. The Thirtieth Division will accordingly be known hereafter as the "Old Hickory Division."

KILLING OF GERMANS ALMOST SLAUGHTER

Impossible For British To Miss Them—Much Fighting At Close Quarters

London, April 12.—Perry Robinson, writing yesterday from the British front in Belgium to the Daily News, says:

Extremely hard fighting went on along the little canalised stream between Lestrem and Vieille Chapelle, the canal being so shallow there that the enemy could wade it. He tried to do so in the fact of our troops lining the western bank. Wave after wave of Germans succeeded each other only to be cut

down, our men who fought there saying that, whether with rifle or machine gun, it was impossible to miss the target. Finally it was only at a point further north, close to Estaires, when the Germans were already in that place, that a crossing of the canal was effected. Lower down they would have got across only when the whole channel was choked with their dead, and our men deliberately let the enemy come crowding along the canal bank until mowed so close that it was almost slaughter.

On the whole front in the battle zone the fighting seems throughout Wednesday to have been very severe and often at close quarters. Several times the Germans were thrown back from positions they had occupied. They penetrated Lestrem twice and were driven out. They were in Estaires and we won it back. To the north of here also the Germans were at many points further than they were at noon to-day (Thursday). When the success of the first attack on Ploegsteert permitted the Germans to pour through on the north side, while on the south side fighting was going on about Estaires, the threat to our garrison in the Armentieres area was evidently so

great, with the enemy nearly making contact from both flanks in the rear, that our line was withdrawn.

I have told how on the furthest south our positions above Givenchy are unshaken. About here, below Estaires, is that uncertain region where the Germans seem on a very narrow front to have pierced to the west of Lestrem to some point between here and Merville.

The day has been fine and spring-like and the artillery fire on both sides throughout the day was extremely heavy. From villages behind the front threatened by the German advance or reached by his random long range shelling, a considerable exodus of civilians is going

on. I have seen nothing approaching a panic anywhere, but everywhere, as the Germans threaten to push forward, the poor villagers withdraw, and wisely, as from the shadow of a plague.

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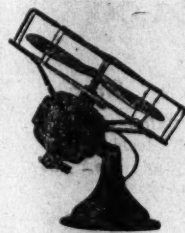
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Today's Church Services

Holy Trinity Cathedral.—May 26, Trinity Sunday. (Festival of the Title.) 8 a.m., Holy Communion (and at Bubbling Well Chapel). 11 a.m., Matins. Garrett in D. Anthem "I am Alpha" (Stainer). Hymns 160, 143, 242. Preacher, The Dean. 3 p.m., Children's Service. 6 p.m., Evensong. Anthem "Lead me Lord" (S. S. Wesley). Hymns 181, 169, 627. Preacher, the Dean.

St. Andrew's Church, Broadway.—10 a.m., Matins. Preacher, The Rev. G. W. Coultas. 6 p.m., Evensong. Address on Church History by The Lay Reader.

Union Church.—Trinity Sunday. 11 a.m., Preacher, Rev. C. E. Darwent, M.A.; subject, The Holy Trinity; chant 99; anthem "Blessed be the God and Father" (Wesley); Hymns, 514, 228, 6 p.m., Preacher, Rev. S. Zwemer, D.D.; subject, "The unoccupied territory of the soul"; Chants 13 and 4; Hymns, 396, 394, 395.

Shanghai Free Christian Church.—The services in the above will be conducted as follows:—11 a.m. by

Rev. Samuel M. Zwemer, D. D. 6 p.m. by Rev. H. E. Phillips, Ph. D.

St. John's Pro-Cathedral, Jesuit.—Evening Prayer in English at six o'clock. Preacher, The Rev. W. P. Roberts, B.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Soul and Body." Sunday School 10 a.m. Wednesday evening 6 p.m. Reading Room No. 21 Nanjing Road, Room 71, open daily except Sunday 10.30 to 12.30.

Sunday Service League.—At 5 p.m. in Martyrs' Memorial Hall, Y.M.C.A., 120 Szechuen Road, Rev. E. J. Malpas of the Methodist College will speak on "Who was Jesus Christ?" Music. Chorus by the Sunday Service League Choir.

American Song Service.—Dr. Samuel M. Zwemer will address the American Song Service at the Masonic Hall, 30 The Bund, at 6 o'clock. It will be a memorial service preliminary to Memorial Day, May 30. There will be special music and the American Company, S.V.C., will attend in a body. Judge Lobinger will preside.

How Britain Met Liquor Problem

THE great difficulty with which England is confronted in obtaining a sufficient supply of food for its population has brought up again the question of the use of alcoholic liquors. In spite of the fact that beer, whisky, or wines are drunk by practically every class in England, the prohibition element has taken advantage of the opportunity to repeat its demands that the country should go dry, writes the London Correspondent of The New York Times.

In a debate in the House of Commons recently these demands were pressed, but the Government was firm in its opposition. It declared that if the time ever came when there was in reality a choice between providing grain for beer and grain for bread, it would have no hesitation in declaring for bread, but it held that things had not yet reached so serious a condition and that it was not in favor of imposing further restrictions at this time.

It was admitted that 3 percent of the total food supply now consumed in Great Britain is used for brewing beer, of which perhaps 1 percent is returned, after the brewing process,



Conviction for Drunkenness in England and Wales, Weekly Average

to be used as animal food, and it is the deliberate judgment of the responsible officials that, taking all the factors into the consideration, no better use can be made of this 3 percent at the present time.

This means that the British Government has considered the consumption of alcohol as something more than a drink question. It has realized that it affects nearly every aspect of the life of the nation and that meddling with it will result in all sorts of unexpected effects. "It is expressing no opinion whatever on the right or wisdom of the drinking habits of the people—it is merely trying to modify them so as to make the nation more efficient in the war."

To take only one factor in the problem, the British workman believes in beer and always has been used to drinking beer. It may be quite true that if he were told by the Government that the national straits were such that he could have no more beer, he would shrug his shoulders and take tea, but as things have not yet come to this stage, he still wants his beer. For nearly four years now he has been working extremely hard under depressing circumstances, and the Government feels that he is entitled to his usual pint.

So in the Commons debate J. R. Clynes, Parliamentary Secretary of

the Food Ministry and in private life Secretary of the Lancashire District Gasworkers and General Laborers' Union, thus expressed the needs of the workmen:

"But think what they are doing! They begin work earlier, they are laboring longer hours, they are working harder, they are doing heavier industrial service than ever before, and the real question is, ought we to ask them to submit to further deprivation than the war conditions have imposed upon them?"

These conditions already are severe, and have had a very marked effect in reducing the amount of drinking all over Great Britain. They were drawn up by a body known as the Central Control Board (Liquor Traffic), of which Lord D'Abernon is Chairman and which set itself not to stamp out the use of alcoholic liquors, but to study the social customs of the people and devise methods by which men should get a reasonable amount of beer and whisky if they wanted to, but should be discouraged from drinking to excess.

How greatly the Central Control Board has succeeded is shown by a few figures. In the Metropolitan Police District of London, covering 700 square miles and a population of 7,500,000, the convictions for drunkenness in 1913 were 64,617; in 1914, 67,103 and in 1917 only 16,567. In England and Wales the deaths from alcoholism, excluding cirrhosis of the liver, were, in 1913, 1,831; in 1914, 1,816, in 1916, 953, and the deaths from cirrhosis of the liver were, in 1913, 3,880; in 1914, 4,039, and in 1916, 2,986.

These results have been achieved by regulating strictly everything connected with the sale of liquor, and it is noticeable that there has been a stricter enforcement by the police of these and other war regulations than similar ordinances affecting everyday life. They have been applied to all but the most sparsely inhabited sections of Great Britain, and must be obeyed by 35,000,000 out of a population of 41,000,000.

In the first place, saloons may now be open for only five and a half hours a day, two and a half hours in the morning and three in the evening, and these are so arranged as to come at dinner and supper time. The Central Control Board is convinced that the chance of drunkenness is enormously decreased if liquor is taken with meals, and it consequently forbids the opening of saloons before noon or after 9 or 9.30 at night. Then it forbids treating, and imposes heavy fines if any breaches of the regulations are detected, not only on the barmaid, but on the landlord and the customers. This, of course, is aimed at the habit of a group of people standing one round after another until every one has had more than he wants and most are feeling dizzy.

Spirits also have been weakened. They may not now be sold stronger than 50 under proof, and may be as weak as 50 under proof, while popular rumor has it that the average London publican has in his enthusiasm gone a good deal further in this direction than the Central Control Board requires. This particular device is dictated by the British workman's method of drinking spirits. He knows nothing of high balls, but takes his tot neat, followed by beer as a "chaser." The result is that now he cannot get in this way his alcohol as strong, however perseveringly he

Spirits may not be sold for consumption at home for more than two

The Qualities That Make Foch A Great General

An Estimate By Stéphane Lauzanne
Editor in Chief of LE MATIN, PARIS

"This new Commander in Chief of the Allied Armies," says one of the foremost French editors and journalists in this article, "is a man in whom the qualities of knowledge, which breeds vision, and of confidence, which breeds action, are unusually blended."

(From The New York World)
The editor of The Sunday World asks me to give his readers some key to the character of the newly appointed Commander in Chief of all the Allied Armies—to analyse Ferdinand Foch and his career, and point out the qualities in the man which have lifted him to his place of supreme responsibility.

The qualities which make Ferdinand Foch remarkable are qualities which exist in many other men, of every race, who are not remarkable at all. The thing which is remarkable is merely this: That in him qualities exist side by side which ordinarily, so experience has led us to believe, would be contradictory of each other—which, in the parlance of the chemist, would neutralise each other, as a blended base and acid do.

What are these qualities? Two: First, his great and comprehensive knowledge of the science and art of war; that enormous technical equipment which puts all the tools of his work at his command, simplifies every professional problem to its essential elements, and made the Germans themselves long ago recognise him, in their own gracious words, as "one of the few strategists of the first class among the Entente Allies."

Second, his superb moral quality of unflinching confidence in himself, in his armies and in the worth, almost the sacredness, of the cause he fights for.

The acquisition of great knowledge along any line tends to produce the thinker rather than the doer. The wise man sees, and foresees, so much that he often lacks confidence to take action. On the other hand—so observation teaches us every day of our lives—the man of supreme and assertive self-confidence is constantly in danger of being overconfident.

I suppose it is because the consequences of a blunder of action are so much more visible at once than those of a blunder of inaction that far more of the proverbial which are humanity's condensed common sense counsel prudence than advice and urge adventure. "Look before you leap" for instance.

Be that as it may, Foch, it seems to me, has that remarkable combination of knowledge and faith—that blending of the quality which breeds vision, foresight and precision, with the quality which breeds vigorous impatience, which creates a fighting man. And so he is at once a commander and a leader.

That reconciliation of contradictory forces that blending of opposites, appears constantly throughout his career, nowhere more clearly than in his greatest military success, when, as commander of the Ninth Army, he broke the enemy center and compelled the definite abandonment of the long planned and cherished German program of a triumphant advance on Paris.

What he did there exhibited his possession of two things—a splendid ability of maneuver and a morale beyond all praise.

You will forgive me if I recall the circumstances very briefly. On September 5, 1914, the whole French line had been forced back to the Valley of the Marne by the overwhelming German advance, and von Kluck, on the enemy right, was threatening to turn our left and envelop Paris, already abandoned by the Government. On that day Joffre issued his famous order that the commanders of French armies:

"The moment has come for the army to advance at all costs and allow itself to be slain where it stands rather than give way."

blade, its base pivoted at Verdun, had been set to sweep toward the Rhine in the direction of the hand of a watch.

That was the Marne maneuver of Joffre, in conception. Now for its working out, beginning with the 5th of September, Gen. Manoury, at the tip of the blade, came into action at once, and the first days of the battle are decidedly his. He met with a resistance which grew less and less in intensity as von Kluck, recognising the extent of the menace to his right flank and rear, hurriedly withdrew to a safer disposition of his forces. Inside the sweep of the blade more resistance was encountered, first by French and next by d'Espercy.

Next inside d'Espercy was Foch, with his Ninth Army, holding the center of the enormous line. Opposed to him was the crack organization of the whole German military machine, the Prussian Guard, together with the Saxon Army, 200,000 men, it later developed, against his own 120,000. And that region became the crux of the gigantic battle.

For when the German high command found itself foiled on the right—with its whole right wing, in fact, compelled to a strategic retreat—it instantly attempted to retrieve the situation and wring victory from disaster by one supreme and desperate thrust straight through the center. Foch's forces became then the focal point of all the operations. On him fell the whole weight of Germany's "will to victory."

And how did he meet it? As might have been assumed, by obeying Joffre's order to take the offensive, and by attacking with ferocity and persistence, yet with the cool strategy of a chess master. Day after day, between September 5 and 9, his line was forced back a little as the Germans concentrated every effort on separating his forces from those of d'Espercy on one side and those of de Langle de Cary's Fourth Army on the other. Yet morning after morning it was Foch who resumed hostilities.

Finally, on September 9, the crisis came, and Foch performed his supreme exploit. It was that day he sent to Joffre the telegram which one hopes will never be forgotten:

"My right has been driven in, my left has been driven in—therefore, with all that I have left in my center, I now will attack."

That shows the indomitable fighting spirit of the man already foreshadowed by his love of the passage from de Maistre which he took so much to heart that he used it as an introduction to one of his two text books on war: "A lost battle is a battle one believes one's self to have lost; in a material sense no battle can be lost. . . . A battle, then, can only be lost morally. If that is true, it is also true that only morally can a battle be won."

Physically and materially, Foch was beaten at that moment. But morally, as he stated in another official despatch of the same date, "The situation is excellent. I command that the offensive be resumed." His right wing gone, his left wing gone, he found it was him an opportunity to attack in his own direction.

From the excellence of which most Generals would pray to be delivered. But he did not attack with the blind desperation of a cornered savage. What he did was done with cool precision, as if in solution of some War College problem. An aphorism of his spoken to students at the Ecole de Guerre, had long been famous in army circles: "Find out your enemy's weak point and concentrate your blows there, that is a commonplace of tactics which is self-evident. If he has no weak point, your next step is also commonplace tactics. Make a weak point."

In this case he did not have to make a weak point. His strategical eye told him that one must lie at the junction, straight before him, of the Prussian Guard on his left and the Saxon Army on his right. Instantly he struck there. But he struck in no commonplace way. The maneuver was one of those inspirations of audacity which become military classics.

At his extreme left was a body of troops, the 42nd Division, in which, as he himself said, he had every confidence. He determined, in the thick of the battle, to disengage the 42nd from that hard pressed and crumbling flank, fling it swiftly and unsuspectingly across his rear from left to right, and send it smashing into that crevice

between the Prussians and the Saxons.

The more one thinks back to the brilliant conception and audacious execution of that master stroke—the combined coolness of mind and assurance of spirit required to make it—the more one understands why Marshal Joffre hailed its doer as "the first strategist in Europe."

That attack succeeded. It was an offensive made up, as Foch himself said later, "de pieces et de morceaux"—"of bits and bundles of troops"—but it was pushed home. Before its ferocious dash the German center was split, and from that moment date all the developments of the German retreat to the Aisne and eventually to the Somme. By combined skill and force Foch had turned the tide for Joffre.

I have one personal reminiscence of the man. A little while before the war, I was invited to give a lecture at the historic City of Nancy, and Gen. Foch—then in command of the 20th Corps, garrisoned in that city—did me the honor to preside both at the lecture and at the dinner which followed it. At table I was placed near him and we talked.

There had long been in France two schools of military theorists: those who backed the theory of offensive fighting to the limit of strength and those who favored the theory of defensive fighting to the last ditch. I asked Gen. Foch, who already had a brilliant reputation as a tactician and whose courses at the War College had become famous, what he thought about it.

He answered incisively: "There are not two theories or two schools. There is only one. There can be only one—the theory and the school of good sense. In certain cases, good sense requires attack at all costs; in others, good sense demands defense to the last minute. And in that case only the General is beaten who thinks he is beaten."

Six weeks after the Marne, when the Germans had diverted the masses of their attack and were attempting to outflank the entire French Army by forcing a way through Picardy and Flanders, and incidentally to seize the Channel ports and destroy England's direct lines of communication, good sense required defense to the last minute. The small British force was in desperate straits along the Yser and at Ypres, and the whole movement became, first, a "race to the sea" between the flank-moving Germans and the threatened French, and second, once the race was won by a thin line of Frenchmen, a question of holding all along the line to the last ditch.

Both in the race to the sea and in the subsequent formidable and supreme attack of the Germans against the line of the Yser and Ypres, Gen. Foch was in command of the Allied forces, and meeting the enemy with desperate resistance, finally inflicted a second decisive defeat.

There is no offensive school, no defensive school; there is only one school, that of good sense.

How often have I thought since that of that hour of conversation in the Club Lorrain at Nancy. The impression Foch made on me then was one of absolute clarity. His eyes were clear. His thoughts were clear. And his words—the expression of his thought—were clear.

That, I am sure, is half the explanation of him—the clarity of vision and of understanding which can come only from thoroughly digested knowledge. The other half—his faith in himself and his abilities, faith in the course of a war, his faith in officers and men, faith, above all, in his cause.

The extreme value of that last faith must not be overlooked. I know something of its meaning from personal experience, for it was my privilege to be included in the garrison of Verdun during the height of the German drive to take our keystone fortress. Our confidence was what held Verdun. Whence it came I do not know, but we had it. "They shall not pass"—that was not rhetoric. We felt it. And they did not pass.

In skill and in morale—the two great elements of his profession—Foch has proved to the Germans that he is their master. Now as Commander in Chief, opposed to the Germans of wits and determination to the Germans of own physical war master, he faces the supreme test of his powers. Undoubtedly he faces it with habitual confidence. And France, America and England, knowing what stuff he is made of may face it in his own spirit.

established for centuries, more violent measures than those which have been adopted—and you will realize that what is in force is pretty severe—would have alienated popular opinion, and would have failed to achieve the immense improvement which has been brought about.

"You ask me what are the new facts brought out by recent experience? The first result is that science and physiology have a good deal to say on the alcohol problem, and that a wise solution can most surely be found by their light."

"A second point. I would like to make it that methods of drinking are even more important than the gross amount of alcohol drunk. You will perhaps say that this is no new conclusion, and that the example of France, where a large amount of alcohol is consumed, but where, except in the northern districts, drunkenness is comparatively rare, shows you that the aggregate amount of

(Continued on Page 14)

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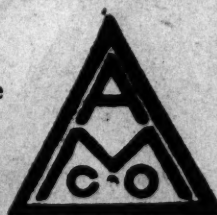
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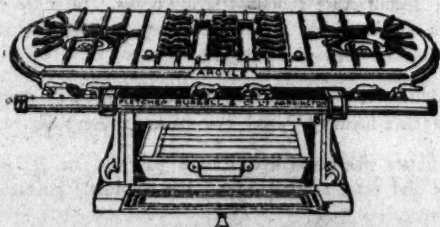
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American Soldiers' Letters

Talking Across
N. Z. Command Depot,
England, Jan. 22, 1918.

My Dear Tom: The Germans had been driven from some trenches to a depth of about three miles. It was the day that the famous tanks were in action for the first time, and the Germans tried to isolate the garrison of the front line by keeping up a heavy artillery fire along the back areas to prevent any support reaching those in front. One of our quartermasters was awarded a military medal for good work done in getting up supplies of bombs and rifle ammunition to a certain company in the front trenches. A party of about forty from my battalion, which happened to be in reserve at the time, made several trips from the dump to the front trenches, a distance of three miles, under very heavy fire from the German artillery, with water, rations and ammunition. I shall never forget that day. It was my first experience in that part of the front. In one trip alone we lost seven men.

You'd say the boy concerned in the following incident was rather lucky. My battalion was in the support trenches on this occasion. The front line of trenches being about three hundred yards ahead. Between both lines of defense a light trench mortar battery was in position in some deep shell holes and one of the teams was ordered into the front lines. The team consisted of, I think, six men, each having a distinct part to take in the working and moving of the gun to the new position. Five started forward and this had happened to be the last. As he struggled out of the hole his puttee tape became unfastened and he of course stopped to do it up, allowing the others to go ahead. They hadn't gone fifty yards when a shell exploded right among the five, blowing every one of them to pieces. Of that gun team the boy whose puttee became unfastened was the only one to reach the front trench.

At a certain part of the front which our division once held and where it was generally fairly quiet we used to shout across no man's land to the Germans, a distance of about three hundred yards, on foggy mornings when we couldn't see each other. Some of our fellows used to stand right on top of the parapet, and though they couldn't be seen at daylight on a foggy morning, it was nevertheless a risky procedure, as it once proved to be. Some of our fellows started one morning:

"Hello, Fritz!"
"When are you coming to Paris?" or some other silly question to get a conversation started.
Well, once in the middle of such a conversation Fritz, who is no fool in the art of soldiering and could hear where the voices came from, suddenly opened up with two or three machine guns. You should have seen the scramble to get into that trench. But it was too late for some. Two got an Honor in N. Z. An officer who was enjoying the fog himself got the conversation going again, and we presume some of the Germans when they got interested were brave enough to put their heads at least over the

parapet. In the mean time the officer communicated with a battery of what we call eighteen-pounders, which occupied rather a good advance position close to the firing line about a mile and a half behind, giving the gunners the exact position of the Germans opposite, on whom we wished to retaliate. Simultaneously, and as fast as the gunners could load them, the battery fired about four salvoes, and the conversation came to an abrupt termination. We of course couldn't find out the result, but we all hoped a few Germans at least were temporarily incapacitated from using the rifle. We had the pleasure of having the last word in that little incident, anyway.

Fights in the air are not very thrilling to watch, as the machines are generally too high to see plainly and distinguished easily, and from the ground one can only see them darting and diving to and fro and hear the rat-tat-tat of the machine guns. I've seen quite a few come to grief, but that is a common sight out yonder. The average life of an airman at the front is said to be about one week, so don't join the flying corps when you join the army. A story is told about a certain Tommy who was continually falling out of the route marches on account of his feet. He was brought before the O. C. this day and the poor fellow was very much annoyed and said to the O. C.: "Dash it all! I wish I'd joined the flying corps!" "Yes," replied the O. C., "and you'd only need to fall out there once!" Your loving, JOE.

To Thomas Murphy, No. 1348 First Avenue, New York.

In The Biggest Circus!

SOMEWHERE IN FRANCE, Feb. 15

Dear Mother—We are in the biggest circus I ever attended. It is better than a combination of Ringling Bros., Buffalo Bill and Barnum & Bailey. Something is doing every minute in every section of the air. I have a reserved seat where I can see enough to satisfy the eye of the most curious. We are at the front. They shipped us here in box cars. We were marched by day until it was too dangerous to travel in large bodies; then we were split into small detachments for the rest of the way to our base. I commanded one of the sections. I learned that a part of the company to be sent forward that night to a more dangerous position. I found that I was not to go at that time, but I begged the Captain to let me go, so he consented, and I am now the Acting First Sergeant of our forward company.

"Thrilling" is a mild description of our trip. Shells were bursting all around us while we carefully groped our way over the war-swept terrain. We are now living in a cave. It is amusing to live like rats in a hole. Still, our quarters are dry and comfortable. Besides, we are so far underground we are safe. They shell our dugouts every night. Every day I make a tour of inspection of our working parties. Such scenes of desolation I never dreamed of. You can never understand the waste, the ruin, until you have seen it. Villages are piles of stone, forests are cut down and the terrain is completely covered with small holes. When the Germans left this place they must have gone in a hurry, for the ground is virtually covered with Boche helmets, clothes, abandoned munitions, wrecked shelters and equipment of every particular.

Several times I have stumbled over the bodies of dead Germans. When the bodies are found they are buried and a simple little cross is fashioned out of a couple of broken sticks. It is a French custom to always respect the dead. At one place I found a poor devil buried in the bottom of a trench with his feet sticking out. These sights touched me deeply yet, I am making myself hard, for these days demand that a man steel himself to duty regardless of the flashes of tender emotions which come to him. The other day I made a tour of inspection with our captain and a French captain. We found a dead German in an unfrequented place with his face turned toward heaven. The French captain looked at him, then turned away with a sigh. He said to me: "That reminds me of the many brave comrades of mine that have fallen." Oh, these French soldiers are fine fellows! They are our brothers—brothers whom we have found among blood and steel, and they are the truest brothers of all.

We have a great bunch. Sunday our dugout was being shelled. We did not stay inside under cover but rushed out and watched the fireworks, betting all the time when the next shot would hit. Fortunately none of us were hit.

It is a daily sight to see aeroplane battles, and we are now learning to be cautious, for whenever we are outside we are in constant danger. Besides, a dead soldier is of no use to his country.

One of our officers, I learned last night, is to make an inspection of some posts very near the German lines. I asked him to take me. So he has consented to take Harold Hayes and me with him. I hope to get a shot at a Boche. Hayes and I are still together; we have bunked together and shared everything, good and bad, ever since we joined the army. I am glad that we two, with our good Captain, were the first at the head of the column to march under the shell fire. Now, don't worry about me, for when you get this I will probably be in a rest camp waiting for my next turn at the game.

I wish you could see this place where I live. The Germans built it when they were here. The sergeants have a room which German officers probably used. We even have a little stove in here and a table which I stole from another dug-out. You know, in a way, if you cannot buy or borrow things, you steal them. There is a German inscription on the door telling the curious name of the place.

Pray for peace, but not a peace till German territory receives a taste of the ravages which France has suffered. When I have put my foot on German soil I will be ready to come home. I have a little silk American flag here which has hung over my bunk every place I have slept in France. I want that flag to take its message of liberty to Germany. Some of my comrades are sitting in here talking and smoking. One fellow just looked up and remarked: "That flag looks more beautiful every day." It is the spirit we have here.

I hope you are all well. I surely do want to see you all, and I hope it won't be long before we can all come back home. Much love to you all a million times. Your own devoted boy, CARROLL.

From First Sgt. Carroll T. Harris.

"The Boys Are Not Boozing"
Herbert, Schall was one of the first of the Dodge City, Iowa, shell haulers to make a trip to the fighting line on the western front in France. With seven other members of truck Company No. 3 of the 117th Ammunition Train with the Rainbow Division he recently delivered a bunch of motor trucks to the men at the battle front and has written a very interesting letter to his father, T. J. Schall, about his experiences on the trip.

"WITH THE COLORS, Feb. 2.
Dear Dad—We returned Tuesday night from our trip to the front, and it was a great one. We were gone eleven days—seven days driving our trucks across the country, a day and two nights at the front, and three days coming home. The trip was made by daylight except the last twenty miles. By day we saw the country, and at night we saw the cities. Our stops for the nights were made just outside the large towns and cities, and we were allowed several hours in the evening to go into the towns.

The trip was enjoyable, interesting and fairly exciting. The enjoyable part was mostly in watching the natives. The interesting part was seeing the towns and farms, and the exciting part was at the front.

Nearly all the big towns we passed through had heretofore seen no American soldiers, and they were very cordial. The commander of the detachment was kind enough to give us time off whenever we passed through a city before evening, so we did not miss anything, yelling "American!" and a lot of unintelligible stuff. When we finally reached the main street on foot we saw that we were in a real city. When any of the men would step into a store to make purchases business would pick up in that store, and any native who could speak English would corner one of

the bunch and want to know all about things.

One of the biggest towns we passed through with our trucks was just a few miles from the front, and I think that was where I began to realize there is a war. We camped for the night a couple of miles outside the town and after supper walked in. Everything was dark and quiet. The cafes and wine shops were open for business, but the shutters covered the windows and transoms so that no light shone out. The street lights were few and far between, and these were painted and shaded and turned low, so that they might just as well have been turned out. There were a good many people on the streets, but very little conversation, and, of course, no motor cars. The moon was trying to shine, but the sky was cloudy. The railway station had many people in the waiting room, mostly soldiers. Some were on their way home waiting for trains and others were on their way to the front after furloughs and terms in the hospital. It was not difficult to tell which way they were going.

I see where a lot of old maids and grandmothers have the idea that the American soldiers should first stamp out the liquor traffic in France before starting for Berlin, and that instead of doing that they are over here keeping the wine factories working nights to keep up with the demand. The boys are not boozing. The folks of France think water is made to wash in occasionally, but never to drink; so they drink wine and cider. Whenever the Americans go they have a hard time finding water fit to drink, and in nearly every town close to the front there are signs on the hydrants, placed there by American Army officers, saying that the soldiers are forbidden to drink the water. So in a case like that the boys have to drink cider or wine. Cognac, whiskey, rum, in fact, everything but light wines have been forbidden to American soldiers by orders of Gen. Pershing, and the light wines the soldiers get

(Continued on Page 14)

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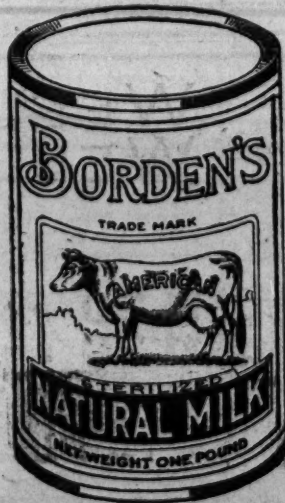
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HAVE LESS FEAR OF U-BOAT PERIL

Naval Observers in Paris Inclined to Believe That Tirpitz Has Failed

BUT URGE US TO 'HUSTLE'

Improvement To Be Maintained, Says One Officer, Only By Ceaseless Building

Paris, April 15.—My associations here have been largely with navy people, among whom over-optimism on the subject of the submarine is unfashionable. From the first they have believed that the U-boat was the most serious feature of the whole war, and that to overcome it was necessary to recognise the danger and make every move count against it. This view prevailed in America, to whose aggressive naval policy the present improved conditions are held to be largely attributable.

While navy men are still cautious and deprecate the drawing of violent inferences from two weeks' return, I notice a more confident spirit lately. Anxieties about new German strength issuing from the Baltic still exist, but America has sent off-lying forces to the North Sea, and the allied supremacy there is believed to be solid. In the Atlantic, not only are the anti-submarine forces maintained, but there has been a marked advance in the methods of fighting the U-boats. The depth bomb has become an instrument from which it is difficult for the submarine to escape. It is a matter of simple scientific calculation, once a submarine is located, for a dreadnought to destroy it by circling and covering the whole possible area with depth charges. Listening devices are making a better showing all the time, and seaplanes are used with increasing efficiency.

The consequence of these advances in scientific methods is that the Germans have been fought to a standstill under the sea. Instead of their energies in shipbuilding counting for an increased submarine force, they are hard put to maintain their existing strength. In quality, too, there has been a marked decline. A few good U-boat Captains and crews are left, but mainly the service is carried on by markedly inferior men. It is said that when a submarine now leaves a home port the men know they can never come back, and the captured crews are found in a state of depression or hysteria, while in actual operations they are much less efficient than formerly.

A naval officer said to me: "I am beginning to believe that the German leaders have lost faith in the ultimate potency of the submarine, and that is the real reason for their enormous gamble on the present offensive. Otherwise why should they take such chances when they could lie back on their splendid war map? If the submarine should lose its efficiency it would mean the early transport of sufficient numbers of American soldiers to overwhelm Germany within a few months. This is an explanation that might explain the Kaiser's battle, on which the present and future of German militarism have been risked."

"It should always be remembered that, whatever the improvement in the submarine situation, we can make sure of maintaining it only by ceaseless effort in building destroyers and mercantile tonnage. Germany is an enemy whose courage, cunning and resourcefulness it is never safe to overlook. Let America rejoice at the better conditions, but hustle harder than ever."

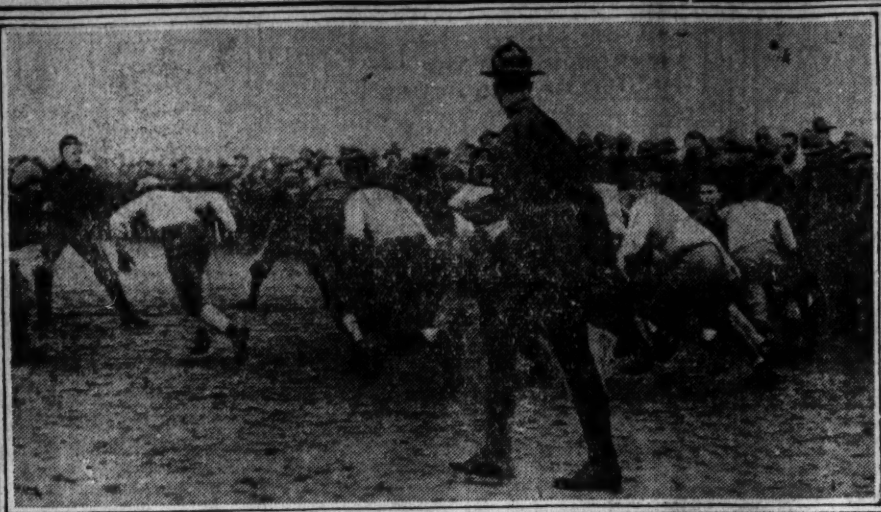
WHEAT BARRED BY HOTELS

In Several, For First Time, No Bread Was Served

New York, April 15.—All of the large hotels of the city for the first time yesterday put a total ban on wheat and wheat products in their service. In some hotels, substitutes for bread were served in the form of corn cakes and muffins, while other hotels made no pretense even at serving substitutes for bread. Patrons accepted the new regulation without complaint and the novelty of eating a totally breadless meal for the first time proved in itself an enjoyable and interesting experience.

The Federal Food Board will open today its three-week campaign to increase the consumption of potatoes which are now reaching the market in great quantities and which must be consumed before the next crop is brought forth, lest the farmers be discouraged by over production.

Americans Take To Good Old Game Of Football In France



BUCKING THE LINE IN FRANCE.

Gladiators of the gridiron, now members of the United States Expeditionary Forces, holding a spirited football game at their training camp in France.

How Britain Met Liquor Problem

(Continued from Page 13)

alcohol consumed per head of population is not really the vital factor.

"I reply that, although this is known very few nations have acted upon it. In England the actual amount of alcohol consumed per head of population has always been small—smaller than in many foreign nations—but it used to be consumed in such a way as to produce a maximum amount of drunkenness and inefficiency.

"Now we believe that this deplorable condition of affairs, as far as England and Scotland are concerned, has been permanently abolished. People have learned to dilute their alcohol; to consume it with food and not on an empty stomach, and to consume it at such intervals as will permit the system to clear alcohol out of the blood before a new dose is introduced.

"If you want to read the details, I strongly advise you to peruse a book recently published by Mr. Carter, entitled 'The Control of the Drink Trade.' You will find the whole position set out with studied moderation and care. The book, written by one of the best known temperance reformers in England, is well worthy of the attention of your own temperance reformers.

"There is another book I would draw your attention to, 'Alcohol, Its Action on the Human Organism.' This is a report drawn up by the most eminent physiologists of the United Kingdom, will celebrate its tenth anniversary. Preparations are on foot for appropriate exercises. Among other items of interest in addition to the anniversary and commencement exercises there will be an exhibition on home making by the Christian Home Club, a health exhibit, an athletic exhibition, a Chinese play, juggling and an illustrated lecture by Dr. J. Y. Lee of the Lecture Bureau of the Y.M.C.A. in the new Haskell gymnasium. These are planned for June 22.

Shanghai Baptist College Notes

Last Tuesday Dr. Huntley went to Ningpo to conduct a health campaign. By lectures, slides and exhibits he made quite an impression upon the students especially. He returned to the College yesterday.

Dr. J. B. Webster leaves on Tuesday for a trip to Soochow and Chinkiang to give a series of lectures on general education, including Sunday school work.

Last Monday evening the College timepiece was pushed up an hour and a daylight saving schedule was put on for the campus. It is working nicely. Nearly a hundred of the Chinese students and faculty have already enrolled in the Red Cross and practically every man, woman and child of the foreign faculty and their families are the proud possessors of Red Cross buttons.

The Y.M.C.A. plans to hold a student-efficiency exhibit the week demonstrating to the students the use of the card index, files and efficiency methods in handling office and study records. Miss H. McKeen is managing the exhibit.

Among the visitors to the Campus have been Mr. G. F. Nee, pastor of the North Gate church, Ningpo; the Rev. and Mrs. Boyd and three children from Egypt; Dr. Zwerner of Smith; Dr. Ezechiel; and Dr. J. C. Robins, Foreign Secretary for India of the American Baptist Foreign Mission Board, and Mrs. Robins.

In June of this year the College

selected largely with a view to their impartiality and to the fact that they belong to no special school of thought on the alcohol problem. It is my belief that if this report is widely read and its conclusions adopted the whole alcohol problem will be lifted on to a higher and more scientific plane.

"Turning from the scientific side to the practical administrative side, we claim to have advanced further in a shorter time and on a more solid basis than any country in the world. Perhaps you will beat our record in the course of the next twelve months; we most heartily wish you will do so and we shall watch your experience with intense interest. I will go further and say that if you do beat our record we shall endeavor to follow your lead in so far as measures suitable to one country are adapted to another. One the other hand, if you don't come up to our results, I can promise you this, that we will give you every facility for following our methods.

"I wish you would tell your experts when they cross the Atlantic to come straight to this office from the ship's side, and to make this house their home while they are in London. All our information will be placed at their disposal in the freest and frankest manner. Remember this, we are all fellow inquirers after truth, and we want the allied nations to get the best solution, and that leading to maximum efficiency, both in war and peace."

American Soldier's Letters

(Continued from Page 13)

to drink are no harder on the morals of the boys than soft American drinks. If any one is worrying, tell them their boys are better off with the light wines than with Kansas bootleg stuff.

The last twenty miles we made in the dark, heading straight for the music. We saw shell bursts high in the air, and we surmised that was an airplane fight with the anti-aircraft guns helping out. Later we learned that our surmise was correct. Of course we were a good many kilometers back of the front line, but the fireworks were displayed to good advantage even at that distance. The next day we saw a number of German airplanes in the air, but considerably more French and British machines. The boys at the front say it is no common sight to see a Boche brought down; but they all happened to be lucky while I was looking. We did see a train of wrecked German machines being hauled back from the front.

On our way back in a certain city there was a little street corner stand a stove, griddle, pan of batter and some butter, and a couple of old folks were baking big pancakes—a cross between huckwheat and corn. I believe—and they were great. The little old lady tried them in butter, and the old man passed them over the counter hot, and the customer ate

they are working a darned sight less. The only work that stops during the rains is the work of the German prisoners. I don't know whether they lay off out of regard for the feelings of the prisoners, or whether the French Guards themselves don't like the rain, but some one evidently dislikes it, because they always take a vacation during a shower. The rains do not stop the training of the American troops. On the other hand, we work harder when it rains than when it does not.

HERBERT.

RHEIMS ARCHBISHOP MOURNS HIS EXILE

Cardinal Lucon Now In Benedictine Cell In Paris, Wished To Stay With Cathedral

Paris, April 15.—Cardinal Lucon, the aged Archbishop of Rheims, is now occupying a Benedictine cell in Paris, having been forced by the military authorities to depart from his beloved cathedral city with the last remaining civilian inhabitants. Interviewed in his cell, the Cardinal said:

"I do not want to be a refugee. I did everything I could to remain in our beloved city, on several occasions resisting instructions issued by the civilian and military authorities. I am only here because I was forced to come away."

When the interviewer pointed out that his removal was necessitated by the daily increasing danger, the white haired prelate exclaimed, his eyes flashing:

"That did not matter to me. I wanted to remain there for ever as a witness for the cathedral. I wanted to remain there so that at the last minute, the last second, there should be in massed Rheims one authorized civilian to cry out:

"It is untrue that there was ever a wireless telegraph station on the cathedral. There was never an optical observatory nor a machine gun nor a cannon on my basilica."

"Our officers have already testified to this, but it was necessary that the enemy should be unable to suggest that military denials were interested and that officers could not give evidence in their own cause. They could not urge the same reasons for doubting my word, the word of a Cardinal, and my mere presence

there was a perpetual protest against their crime."

"The cathedral," said Cardinal Lucon later, "is gravely mutilated, but it can still be repaired."

NEW TRAINING IN ARTILLERY

Americans Adopt French Method Of Selecting And Training Officers

French front, March 25, (Associated Press).—American Army officers have adopted the French Army methods of selecting, training and promoting officers for artillery service. In recent operations, it is asserted, this plan has produced efficient artillery commanders.

Immense increases in the artillery units of the French Army made necessary the provision of new sources whence officers of that scientific arm might be recruited. In peace times two-thirds of the gunner commissions were distributed among the pupils of the great Polytechnic School, the other third being left open to non-commissioned and warrant officers rising from the ranks and passing through a special course of study. When it was found that more officers would be needed to fill up gaps in the various units, the Commander in Chief was authorized to promote officers of any rank to higher grades by selection

and without regard to length of service. He was authorized also to confer temporary commissions on capable noncommissioned officers. These were not compelled to submit to any formal paper examination, but were sent to centers where they could complete their practical knowledge. The results of this system of selection of aspirant officers from the lower ranks are declared to have been excellent. Since it was introduced the Commander in Chief has promoted 6,000 noncommissioned officers to temporary commissions, 2,000 of them in the active army. Besides these, 5,000 pupils of various high schools who were already serving have been taken from the ranks and have received temporary commissions after passing examinations at centers of instruction in the interior. Numbers of other high school pupils and students of scientific schools also have been put through a special course of instruction on reaching military age, and thousands of them have gained commissions in this way. Altogether the total of Second Lieutenants' commissions granted in the artillery alone amounts to nearly 20,000 since the beginning of the war.

American officers when they arrived in France found the system so good that they at once established a similar method for providing officers for the American artillery.



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TO SAVE MATERNAL AND CHILD MORTALITY

Woman Professor Of Social Economics Says Need Is Greater Than Ever

ANGLO-FRENCH STEPS TAKEN

Now We Are Having A 'Children's Year' Under High And Expert Auspices

Washington, April 13.—"If the United States is to avoid the pitfalls encountered by the other warring countries in the present struggle she must take immediate and thorough-going measures toward the prevention of maternal and infant mortality. She must also look after the health, spiritual and physical, of her growing children."

The speaker was Dr. Jessica B. Peixotto, Professor of Social Economics at the University of California, and Executive Chairman of the Department of Child Welfare of the Women's Committee of the Council of National Defense. Under the joint auspices of the Women's Committee and the Children's Bureau of the Federal Department of Labor, a "Children's Year" has been launched. This campaign, which started April 6, on the anniversary of our entrance into the war, will continue until humanly possible to protect the lives of those at home, and especially those little ones upon whom the future of the country rests.

"I can think of nothing which emphasizes better the absolute necessity of safeguarding infant and child life than what the chief medical officer of the British Board of Education says in one of his reports. He spoke for England. What he said may truly be applied to every nation in the world:

"The European War has given new emphasis to the importance of the child as a primary national asset. The future and strength of the nation unquestionably depend upon the vitality of the child, upon his health and development, upon his education and equipment for citizenship. Great and far-reaching issues have their origin and some of their inspiration in him. Yet in a certain though narrow sense everything depends upon his physique. If that be sound, we have the rock upon which a nation and a race may build; if that be impaired, we lack that foundation and build on the sand. There is no investment comparable to this, no national economy so fundamental; there is also no waste so irretrievable as that of a nation which is careless of its rising generation."

"In planning the 'Children's Year' the period of infancy was not the only period of the child's life considered. Children of all ages are in mind, just as mothers too are a source of solicitude. In making our program the needs of every State, every city and every hamlet within those States had to be considered. No locality was to find its needs unvoiced, nor any State with well organized child welfare systems lack material for further endeavor.

Hazards Of Infant Life

"The program is long, and yet not nearly so long as the nature of the subject would permit. Because the care of the child has so many aspects, because health depends upon income, income upon industrial life, and industrial life upon the quality of strength, skill and intelligence a nation can produce, a program of child welfare is practically co-extensive with the promotion and conservation of a healthy and happy population.

The hazards of infant and child life, great as they are in times of peace, are multiplied during war. Economic conditions demand that many mothers find employment while the fathers are with the colors. Babies are left without adequate care at home. This fact is largely the cause of increased mortality rates among both infants and mothers under existing conditions. It is this fact which is also responsible for some forms of juvenile delinquency that have arisen in Europe, and which are beginning to be noticeable among us. Boys and girls left alone because fathers are at the front and mothers are the breadwinners of the family are likely to fall into misdeeds.

The aims are to lower mortality rates among mothers and infants, to secure better care for mothers and babies, to give a greater number of children decent surroundings. The slogan for the year is "Save 100,000 Babies; Get a Square Deal for Children." The program will be carried out by the 5,000 odd units of organization comprising the State Divisions of the Women's Committee.

England And France Saw Need

"Shortly after England's entrance into the war," Dr. Peixotto says, "it was found that human life was being used up at two points. Her men were dying on the battlefields of France, and, largely because of war conditions, her mothers and babies were dying at home faster than usual. So alarming did the situation become that during the second year of the war steps were taken by the Government to prevent unnecessary loss of life at home. England adopted a slogan somewhat beyond the facts, perhaps, but it was as effective as such artistic exaggeration often is. Posters bearing the sign 'It is safer to be a soldier in France than a baby at home' were posted throughout the country, and the facts implied thrilled the English nation into taking extraordinary measures to protect childhood. The death rate, which had risen to 110 in the thousand, was in 1916 brought down to 91 in the thousand. That was not only a low mortality rate, but the lowest on record for England."

"The tragic band of fatherless children that strain the heart and ingenuity of France are a sadly familiar picture to the whole world. Yet even though war be within her

Matches All Corners In Public For War Savings Stamps



Here is the kind of gambling that the police are not interfering with. It is right out in the open on the busiest corner in New York, Forty-second St. and Fifth Avenue. Edward Kane is the gambler, and Uncle Sam is the winner. Kane matches anybody for War Savings Stamps. If he loses he pays, if he wins the loser pays and also keeps the stamps. Therefore Edward's gain is nothing but the satisfaction of helping Uncle Sam sell the stamps.

very borders, since 1914 France also has taken steps to see that 'no woman is ignored and no child forgotten.' Italy is taking thorough-going precautions. Germany's solicitude about the protection of her next generation has been unremitting. In Belgium the work being done is, first of all, work for the children.

Weakened Fighting Strength

"With precedents such as this to add to the facts shown by the draft, the United States can ill afford to hesitate. The story of our national vitality as told by the draft should be spread broadcast in the land. Nearly one-third of our young men were rejected because of defect, much of which was of a kind sanitarians believe a sound program for the protection of children could have prevented. The fighting strength of the Nation was below what it might have been because we neglected to take thought for the health of our children in time.

"As yet the United States has but begun to feel the blight of war. We face no such conditions as exist in England. But unless the country awakes to its responsibilities we may be confronted with a similar crisis. Only vigorous and thorough-going

steps in the right direction will prevent it.

"In carrying out the program planned for the 'Children's Year' everything depends upon the State Councils of National Defense, and particularly the State divisions of the Women's Committees. Unless men and women with accurate knowledge of the special situation in their own community can be found to lend a hand nothing but empty resolutions and a reiteration of dreams can be expected in spite of the national program and organization. Service is the thing immediately needed—service from men and women specially qualified to carry new light to the homes of the country. Especially is this last true. As Miss Lathrop, the chief of the Children's Bureau has aptly put it, 'Here is a thing that can only be done if American womanhood will put its shoulder to the wheel.'

Mortality Unnecessarily Large

"The need for the work of the 'Children's Year' cannot be too strongly stressed. Mortality among women and children even under normal conditions is far in excess of what it should be in this country. The annual mortality in the United States among children under five averages 300,000.

Fifteen thousand mothers die every year. Public health authorities agree that at least half of these deaths among infants are easily preventable. That the mortality among mothers is unnecessarily large has long been admitted.

"As yet figures are not available showing the increase in maternal and infant mortality due to war conditions. Special instances are known, however, which point to a national increase in the death rate among infants sufficient to demand a nationwide campaign for its remedy.

"In time of war the soldier should,

of course, hold first place in the mind of the nation; his well-being and his comfort are the primary interest. But surely we should be broad enough to be able to open our hearts to two great needs at once. Just because some of our men must be sacrificed, surely therefore the care of our mothers and children should be redoubled lest they too pay the cruel price of war.

Child-Labor Standards

"In addition to these hazards there is finally the tendency which also prevailed abroad, but has been stopped

there, the tendency to let down the hard-won child-labor standards. With the rise of a feverish demand for workers, children as well as women are often called for as war workers. We have already had ample proof that such a policy spells national disaster. The evils that would result are obvious. Watch and ward must be sedulously kept to prevent those evils. Children allowed to work during the summer have in many instances encountered rough comrades and working conditions the effects of which it was almost impossible to

eradicate. Surely there was no real economy in such policies.

"The second year of America's participation in the war will be imprinted indelibly upon the pages of the world's history. First, it should stand for heart-whole support of the Allies; secondly, it should stand for a nationwide protection of our population at home. The fight for democracy will be worthless if our national life deteriorates. National existence depends on better men and women; the quality of the future citizenship of our country depends, in part at least, upon the failure or success of the 'Children's Year.'

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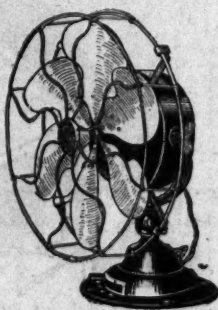
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Tireless And Far-Reaching Pro-
paganda Its Chief Weapon—
No Compromise Likely With
Junkerdom In Saddle

By Cyril Brown

Stockholm, March 1.—Prussian electoral reform being the pivotal point of the long battle for democracy (the inevitable postulate for any real thoroughgoing democratisation in Germany), Junkerdom is making its main fight on this limited front, in first line sparring for time with brilliant success, since the Conservatives control the Constitutional Committee of the Prussian House of Representatives; and not relying solely on the brute force of their majority for killing off the dreaded democratic reform measure, they have resorted to Parliamentary filibustering tactics which for finesse are hardly surpassed by the Congressional records of the world's freest democracy.

The Kaiser, in his sudden enthusiasm for "new orientation" (as a safety valve for high pressure war tensions of mass public opinion) had not only promised the equal, secret and direct vote in electing members to the Prussian House of Representatives but reform of the Prussian House of Lords as well—the latter admitted to a really representative body, according to the royal will.

Two new laws, covering the reform of the three-class electoral system and the reform of the Upper Chamber, were accordingly worked out by the Prussian Government, chiefly by the able new reform Minister of the Interior, Dr. Drews (who, to the chagrin of Junkerdom, is a Prussian, but a Hessian) and submitted for prompt acceptance to the Prussian Landtag.

The Conservatives and their allies secured an immediate Parliamentary victory by coupling both projected laws under one blanket law. So the two must stand or fall together, and by filibustering wrangling over the formal minutiae of the make-up of the future House of Lords, Junkerdom and its friends are in the pleasant position of being indefinitely postponing the consideration of the real issue, that of democratic electoral reform.

The local issue of the reform of the Prussian House of Lords—which otherwise would have at most merely a humorous interest as throwing light on the German character, with its passion for quarrelling in the earnest over relatively academic questions in the midst of a world war—thus becomes of world interest and importance, alone as it has stopped democracy's hopeful offensive and may indefinitely prevent an open trial of strength between the forces of reaction and progress.

Of world interest too is the fascinating and astounding picture (impossible except in Germany, and reminiscent of Nero adding while Rome burned) of Junkerdom as embodied in the Constitutional Committee wading weeks of invaluable time gravely reading and in subcommittee pondering petitions from vaudeville artists up to captains of industry, all demanding adequate representation in the new House of Lords, while sinister subterranean rumblings and spontaneous combustion of highly inflammable mass opinion in political demonstration strikes convey to all but Junker minds that the tension among the masses is increasing and may yet reach the danger point or, as Count Hertling says, cause "heavy earthquakes" unless the safety valve of democratic reform is turned wide open.

Junker Life Or Death Fight
Because it is essentially Junkerdom's life or death fight against democracy, the procrastinating Parliamentary tactics of the Conservatives have a peculiar interest. The will of the King of Prussia, as elaborated by the Prussian Government, does not call for reconstruction of the present House of Lords into a representative body in the common sense of the word; representation is not to be, as in State Senates, on a basis of numbers or election districts, nor representative even in the limited sense of the American Senate. The reformed Prussian House of Lords is to be a representative body in a higher sense of the word, with infinite half-splitting possibilities most welcome to reactionary Junkerdom fighting for its privileged existence.

Representation is to be by social, or, more exactly, by occupational classes, and each class of citizens in the Prussian state is to be represented not according to its numerical strength, but according to its relative importance to the state. Every professional, every occupational class, including the idle rich and day laborers, are to be represented in theory on a sliding scale of relative importance to the welfare of the state. Hence journalists, authors, actors, veterinary surgeons, dentists, druggists, and what not, are all petitioning through their organisations for representation in the new Prussian House of Lords.

It would be the best joke of the year for Germany but for the fact that the "new orientation" is inseparably coupled with the reform of the Prussian Electoral Law and that the consequent delay in enacting the latter measure is causing increasing irritation to responsible public opinion, while tending to still further radicalise and goad into open acts of violence the lower strata of the masses.

While the restless politically fermenting masses are kept down by iron martial law and, as a liberal-minded German commentator says, "while the Prussian people are waiting with increasing impatience for the materialisation of the equal suffrage promised by the King, the Electoral Law Committee of the Prussian House of Representatives fritters away its time in long-winded discussions of the reform of the House of Lords. The Conservatives and their allies are in no hurry about the justified claims of the broad masses. The people can wait. All the more interesting appears to them to be the question of who really ought to be-

long to the House of Lords and who should be excluded.

Wrangled Long Over Name

They even wrangled long about its future name. Should the title "Herrenhaus" be kept or should it be called the "First Chamber," or should a new name be coined; a problem worthy of reactionary ingenuity. The fight over the name has been postponed "until the end of the deliberations."

Junkerdom has further been able to postpone the real issue of the democratisation of Prussia by long-winded scholastic debates as to whether the Crown Prince of Prussia is automatically to become a member of the House of Lords on attaining his majority or whether he must be "presented," whether hereditary Princes without principles are not historically entitled to seats; whether the Jewish community is to have the right of "presentation" of its representatives, as in the case of the Catholic and Evangelical Churches, or whether the Jewish "Peers" are to be called into the House by the King; whether the labor "lords" should be "presented" by the labor unions or the sickness insurance organisations; whether the King of Prussia's right to create new members should not be limited to 100 instead of 150.

And there are still the claims of the vaudeville artists and veterinarians and "working journalists" to be settled as well as scores of other positions; so that the future make-up of the mongrel reform House of Lords contains enough half-splitting potential material to enable Prussian electoral reform, and with it real democratisation, to be delayed for months and years, if the Kaiser does not intervene with autocratic fiat and take the fight out of Junkerdom.

It is an ironical paradox that reaction in Prussia holds an impregnable constitutional and Parliamentary position, and that democracy can triumph only by employing ruthless autocratic means. The Junkers are literally champions of constitutional and representative self-government; the champions of democratisation are advocates of ignoring both letter and spirit of the Prussian Constitution—their sole hope the ruthless imposition of the monarch's will on the recalcitrant Parliament.

Kaiser's Great Sacrifice

That the Kaiser may not be unwilling to do his part, if it becomes clear to the imperial mind that Junkerdom's continued defiance of his expressed will to bring about real inner political reforms in Prussia threatens to precipitate a revolutionary catastrophe, is indicated by the fact that the Kaiser as King of Prussia has already done his bit by sacrificing one of the most cherished rights of the Crown, namely, that of calling an unlimited number of new Peers into the Prussian House of Lords ad libitum. Under the Reform Bill a maximum of only 150 members created by the Crown can sit in the Upper Chamber; the bulk of the membership to be nominally created by the Crown but with no personal choice and only on "presentation" by their respective professional or occupational classes.

Unless the Kaiser personally takes an autocratic hand in the fray or a real revolution breaks out or the war with its attendant desperate defeat, the fight for thoroughgoing democratisation must already be considered as virtually lost; no compromise with Junkerdom in the saddle seems possible.

Although these contingencies are unthinkable to Junkerdom and their victory over democratisation apparently is in the bag, the decisive battle field of Prussia, they are taking no chances, but carrying the fight further afield, waging it along different lines and varied issues. They are for the primary purpose of maintaining their own privileged political existence. In particular, with real strategic genius, they have succeeded in identifying in many men's minds the issue of democracy with the heated controversial question of war aims, skillfully blending their innerpolitical objective of beating democratisation with the confusing patriotic leitmotif of a "German peace" of far-reaching annexations and thus striving to kill two birds with their offensive against the "weakening" democratising Reichstag majority.

Thanks to confusing and confounding the democratisation and annexation issues, Junkerdom is not forced to fight its battle for political existence and privileged power single-handed. By raising the battle flag of annexation and keeping it well in the foreground it has succeeded in rallying to its side many untiring patriots including legions of the "intelligence," including the German professors; further, those of the higher military who are not of their caste; further, virtually all non-Junker Pan-Germans and most near Pan-Ger-

mans of fairly far-going annexationists—in general, all those who have the knife out for a Reichstag majority which forces through a peace resolution calling for no annexations and no incinerations. For all Junkers are Pan-Germans but all Pan-Germans are not Junkers, though just as good for all practical purposes, since the fight for annexations is at heart the fight against democratisation.

Torpedoing Prussian Reform

The precipitation of sharp inner conflicts and crises, the ruthless running fight on imperialist statecraft and the Reichstag majority, the incessant attacks on the weak, vacillating peace policy and the vulnerable blind democracy, foreign policy are all meant to the selfish end of turning the progressive course of internal policy, killing the "new orientation" movement, with its dangerous democratic innovations and in particular torpedoing Prussian electoral reform, so that this numerically small group of kindred reactionary spirits can maintain its absolute power in the face of the will of the people, which hardly realises its own will as yet—which is just beginning to wake up to the fact that it has a will.

Junkerdom has a powerful, highly organized weapon in Prussian officialdom, which is at least 90 percent pure conservative, a most useful ally in the annexationist Higher Military and the annexationist wing of the Officers Corps, thanks to which it has been enabled to carry politics into the army. But its most powerful ally has been and remains Pan-Germanism, with its camp followers of partial Pan-Germans (east or west) and moderate annexationists. Must not foresta early in the war the united Junkers and Pan-Germans into a close offensive and defensive alliance working both ways—for annexation and against democratisation?

Those of the Pan-Germans who are not Conservatives or, slightly modified, so-called "Free Conservatives," are mostly National Liberals, whose eagerness in turn form the powerful ring of the so-called "Schwerindustrie"—the iron and steel interests enemy of the Rhine province; but there are also national Pan-German ramifications in the auxiliary war industries.

More National Than Liberal

The "Heavy Industrials" and allied war profiteering "interests" today dominate the National Liberal Party, which has become more and more liberal, and which may well be said to prefer annexation without democratisation to democratisation without annexation.

To the bulk of the National Liberal Party, inner political progress has become an almost negligible secondary issue to a German peace; and accordingly the National Liberals hold aloof from the party actually attacking the Reichstag majority; while in the fight against electoral reform in Prussia political self-preservation makes them stand solidly and openly with Junkerdom against democracy.

With the bulk of the National Liberal Party wholly or partly on its side and the minority of the National Liberals, the Junker-Pan-German coalition is tirelessly striving to disrupt the Reichstag majority "bloke" by trying to dislodge its members in the eyes of their constituents and of the nation at large, by seeking to fan the schisms within the several majority parties and by overlooking no weak opening for driving a wedge between the majority parties in the hope of ultimately prying them apart. And not entirely without success.

Junkerdom furnishes the brains and the political power; the Pan-German "interests" the superpatriotism and the financial sinews of war on no-annexation democratisation. The first fruit of this unholy alliance, the Fatherland Party, is the most dangerous apple of discord that has been tossed among the German people during the war. Founded by "farsighted" and patriotic men of Koenigsberg—in their own reactionary destination—ostensibly as a non-political, non-partisan propaganda organisation for fighting popular discouragement and pessimism as voiced in Germany's numerous "hunger-peace" offers and, on the positive side, for keeping alive the national will to hold out and continue the war to ultimate victory and a German peace, the Fatherland Party has under the high priestship of Grand Admiral von Tirpitz become not only a pseudo-political organisation of distinctly reactionary anti-democratic complexion.

Pan-Germans No Pickers

Tirpitz is the greatest living master of German propaganda; and perhaps no German propaganda has ever had such a campaign fund as the Fatherland Party. The Pan-Germans are no pickers; the iron and steel interests and their war-industrial allies, swollen with war profits, have put up

millions for the prodigal nation-wide propaganda, which has stirred the empire from end to end and hurled a firebrand among the Socialist masses. Junkerdom too is enthusiastically doing its bit in the Fatherland Party, which is no longer merely a propaganda organisation for uniting all true patriots in the fight for a Hindenburg peace, but a magnetic rallying ground for all Germans who do not believe in dangerous democratisation.

The Fatherland Party has succeeded in exploiting the prestige and seniority of Hindenburg furtherance of its dual aim; it has scored an even greater success by actually drawing the highest leadership, Hindenburg and Ludendorff, into the political vortex itself. At first taken at its own professed face value as a non-political organisation, the Fatherland Party was permitted and even encouraged to carry patriotic propaganda into the army to improve the front morale, which needs no improving. Officers, who are not permitted to belong to political organisations, were by special decree of the Prussian Minister of War allowed to join the Fatherland Party, and in turn sought to enroll the men under them by various debatable forms of moral suasion, until the carrying of politics and annexationist propaganda into the army assumed the proportion of a public scandal, forcing the Prussian Minister of War to revoke his own decree and characterize the Fatherland Party as a political organisation which officers might not join.

The Fatherland has been able to work intensively the equally fertile home field through Prussian officialdom, in which, being mostly Junker, forests early in the war a highly powerful ally for exerting annexationist and anti-democratic propaganda pressure. The whole hierarchy of Prussian officialdom openly in sympathy with the aims of the Fatherland Party and exerts its influence accordingly. Many high officials in the services of the state have joined the "ringless" party, and the tendency has been for them to exert pressure on their subordinates to join, solicitation which few wise subordinates refuse to comply with. This tendency has continued all down the line to the lower officials who come into direct contact with the public—the subtle propaganda pressure being exerted even in the small official class; officially countenanced politics being carried into the ranks of the police, the railway servants, the public school teachers.

Patriotic Persecution

With the whole complicated apparatus of Prussian officialdom working openly or covertly for the ends of Junkerdom and its allies, a situation of potential viciousness has resulted; with a marked tendency on the part of prejudiced officials to discharge their public functions not always in an absolutely non-partisan spirit; the Socialists being in innumerable ways the principal sufferers under the "system." The latent thought that it is a patriotic duty to persecute the Socialist Party in the interests of the state has been openly voiced by at least one Conservative, as follows:

"All parties are no longer equal. There are parties which we must fight, and which the official must fight as well."

The connection between Fatherland Party and Prussian Officialdom has likewise assumed the proportions of a public scandal, so that, to check the growth of the vicious system, the Prussian reform Minister of the Interior has been forced to issue cir-

cular instructions to all Prussian officials pointing out the "desirability" that all Government officials refrain from participating in agitations for the benefit of specific political parties—though neither he nor any power in Prussia can forbid Prussan officialdom from taking active part in the Fatherland Party's propaganda.

The Junker and Pan-German combination is able to exert perhaps even more powerful pressure on public opinion through its increasing subsidising of the German press. In addition to the Conservative and a large part of the National Liberal Party organs, which were with them from the start, the anti-democratic annexationist combination is increasingly securing control over chains of newspapers throughout Germany. Numerous important papers have been bought outright or heavily subsidised by the "interests" while many more provincial and country organs are "influenced" by advertising offered at fancy rates by the war industries.

The Advertising Offensive
The process of trying to control German public opinion by buying up the press has been dubbed the "advertising offensive" of the Fatherland Party; and the worst that the champions of democratisation or no-annexation can say is that "American conditions have come to prevail in the German newspaper world." It has been openly charged that the Fatherland Party is seeking to corrupt the press of Germany as well as German public life.

The intensive propaganda of the Fatherland Party in the form of mass meetings and patriotic rallies with or without Tirpitz, but always with fervent telegrams to the Kaiser and Hindenburg, is proving an element of danger to Germany's internal stability. Favored Fatherland Party mass meetings have aroused bad blood among the masses; they constitute a direct challenge to German Social Democracy, whose anti-annexation mass meetings are all too often dangerously forbidden by the military authorities, whose sympathies in general are with the Fatherland Party. The Socialists are more and more resorting to the tactics of trying to break up the Fatherland rallies, leading not infrequently to picturesque riots, with Labor's "Marseillaise" drowning the Patriots' "Deutschland Ueber Alles." The Fatherland Party must be regarded as the most serious cause of irritation and unrest among the lower classes.

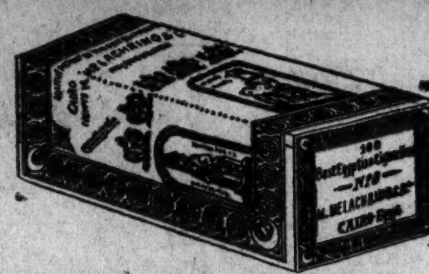
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By Hoban



Arkell & Douglas Explain New Export And Ship Regulations

The well known house of Arkell and Douglas, Inc., of New York, with branches in Shanghai and other cities, has issued the following letter in explanation of the new American regulations governing exports from the United States. It will be found of general interest:

"The United States has now been at war with the Central Powers for over one year, during which period the conditions governing the exportation of goods have gradually, through war necessity and Government action, become more difficult, and we that our customers may thoroughly appreciate the exact position we are sending them this circular letter, to the end that they may appreciate the difficulties which the exporter here is called upon to face, and may not be disappointed if it is not feasible or permissible to carry out their wishes in handling their orders. We take this action as it is very clear to us from the letters and cables we are receiving that they either are not acquainted with, or ignore the position, and are apparently unwilling to accept facts and a situation which unfortunately cannot be changed, as much as we might desire and wish to alter it in their behalf and interest, and it is impossible for us to write in each individual case a long letter of explanation.

The Government now requires a license for all goods which are exported. These licenses are granted based on various rules laid down, the country to which the goods are shipped being considered, also whether the article is an essential necessity for the country or a non-essential, and again in many countries the status, nationality and position of the merchant importing the goods is carefully scrutinized. The position of the United States is also considered, and whether there is a scarcity of the article here, or the article is specially required for the Allied cause, in which case a license would not be granted.

It will thus be seen there is far more difficulty in securing licenses than appears on the surface. The issuing of licenses for some articles is more carefully investigated than for others, and owing to pressure of work in the License Bureau, there is considerable delay, and the securing of licenses requires anywhere from ten days to a month, and sometimes longer. Licenses are only issued for ninety days, and the license must then be renewed if goods have not been secured and forwarded within said date, and it often happens that a license will run out before the goods are shipped or while the goods are in transit, shipping opportunity being lost, and the entire work has to be done over again.

The position of the manufacturer is a further serious issue which must be met. Many of our factories are overloaded with work, and the orders taken will require from three to twelve months to fill, and further business is being continually placed with them based on delivery when it is possible. Other factories are working to a considerable extent on Government business and dates of delivery are mere guess-work. Again, some manufacturers are running entirely on Government work, and will accept no orders. The Government is now contemplating as well the concentration of work at different factories, which may mean the closing of quite a few establishments, and the operation of the others on a larger scale. This is due to the labor question and economy, and the more rapid supplying of goods for war necessities. Manufacturers are no longer willing to guarantee deliveries. They may promise to furnish the goods at specified times, but there is no guarantee, and the filling of the order is generally several months behind expectations.

By reason of this situation and railroad embargoes the entire financial

usage in paying for goods has changed, and the manufacturer almost universally will pay cash for goods so soon as they are notified that the order is ready for shipment from the factory, the goods then to be held until the railroad permit can be secured to bring them forward. This entails a heavy burden of expenditure on the part of the commission house, as the goods may not be brought forward and shipped for a considerable period, and interest on the outlay must be charged to the purchaser abroad, and if large amounts are involved, the buyer should furnish cash or allow us to draw for value of goods, shipment to be made as soon as possible. The commission house cannot be expected to carry the accounts of customers abroad beyond what is reasonable.

The railroads are now under Government control—war requirements and the shipment of munitions, either for the Allies or over requirements, have priority over merchandise shipments, and also the moving of food, coal, etc., to the larger cities, but it does not seem desirable for many weeks, and goods which are ready for shipment to tide water cannot be brought forward, and the delays in transit are also now very great and merchandise cars for export are frequently sidetracked for reasons named, and often from a given point where we could expect arrival at seaboard ten days to two weeks under normal conditions, it is fortunate if we receive the goods in thirty to forty-five days.

One of the most serious complications is the shipment of goods when they reach the coast, whether New York, San Francisco or elsewhere. As is well known, the United States, through unfortunate lack of wisdom in shipping matters, practically have no commercial fleet, and such steamers as they have been able to build or commandeer, or secure in other ways for war purposes, are absolutely tied up for said requirements. It is true we have undertaken an elaborate building program, and it is to be hoped by the end of the year the present dearth of shipping may be somewhat relieved. Meanwhile, however, the opportunities to ship will be restricted, and there is no prospect of any chance in this particular, and it must be faced. To some extent the situation is relieved by the loading of such sailing vessels as are available in place of steamers, and while we appreciate our friends who prefer steamer shipment, they must be satisfied, and even gratified, to secure their goods by such sailer opportunities as may present.

We have our War Boards and Shipping Boards supervising and assigning the loading in various directions, and permits to put vessels on the berth are only granted based on the voyage, and the willingness of the owner or charterer to bring back commodities from foreign countries which are essential to our welfare and the Allied cause, based largely on Army and Navy requirements. Our Shipping Boards co-operate with the English Shipping Bureau and other Governments with whom we are acting in the war. These restrictions, however, mean great uncertainty as to when the berth will be covered in any specific direction, and as the demand for room is very great, and the vessels fill up rapidly when assigned, only a small percentage of an exporter's requirements are likely to be possible of shipment by any one opportunity. In quite a few directions, particularly the British Colonies, the possibilities of shipment are largely dependent upon the British Shipping Bureau and their ability to assign English vessels to take the berth for the relief of the merchant abroad co-operating with our Board. These explanations clearly show the difficulties that have to be faced. Goods often arrive too late for the

vessel expected, and as the railroads will no longer hold goods in cars, they must be stored, awaiting the next opportunity to ship. The accumulation of orders in the hands of the manufacturers is enormous, and merchants all over the world are sending their requirements to this country, in the hope of securing goods, and cables ordering goods are pouring into the manufacturers direct and to the regular exporters and commission houses, all of which means still further congestion.

It is naturally impossible for the commission house to indiscriminately, even if license is secured, place orders without reference to the situation, and the time of securing the goods must be considered, also the possibility of shipment, and we only accept orders subject to existing conditions. Any other action on our part would only lead to disappointment to the buyer abroad, and complications which the exporters here would not care to face, as the war must end some time, and then to have unknown or extremely large commitments would not be justifiable from any standpoint.

We are placing all business when permits are secured if the manufacturer can promise shipment within a reasonable period, say sixty to ninety days, which will mean probably that the goods may be exported within six months, but it does not seem desirable from any standpoint, to proceed if it is found that delivery cannot likely be obtained for an indefinite date, say at the best perhaps eight months to a year ahead, which might mean fifteen months or more before the goods would leave New York, or the West Coast, if shipped that way, and consequently such orders should only be placed if the buyer abroad is perfectly agreeable to face the situation and is willing to have orders executed subject to this delay.

Prices of all classes of goods are at present very high, and the longer the war lasts the more difficult it is to secure many articles, and still higher prices may prevail. Therefore our friends will kindly, when forwarding their orders to us, be absolutely definite in giving their instructions as to what action is desired to be taken with the various lines indicated, and if they are not willing to take the goods at the market price, and when delivery can be made, they should name the limits being maintained, but they must bear their fair share of the burdens which have to be faced. These remarks about payment of drafts also apply to goods which go to various long distance ports by sailing vessel.

The importation of goods on many articles is also now covered by the license system, which adds to our difficulties. It is impossible, even in this circular, to explain all the inconveniences and troubles which now confront the shipment of goods abroad, but sufficient has been stated to give our friends a clear idea of the situation.

Our Government appreciates the importance of our export requirements being maintained, but they are powerless and feel that personal inconveniences of firms either here or abroad cannot be considered as against the needs of our own country, and, in fact, of the entire world. Therefore all business firms must submit to

and in such cases we of course proceed at once and forward.

In regard to cost, freight and commission quotations on which basis so large a proportion of business is now being done, owing to the inability to secure freight quotations ahead it is becoming more difficult daily to quote in this way, and therefore we are being compelled to often quote f. o. b. factory or f. o. b. shipping port, and our friends will note accordingly.

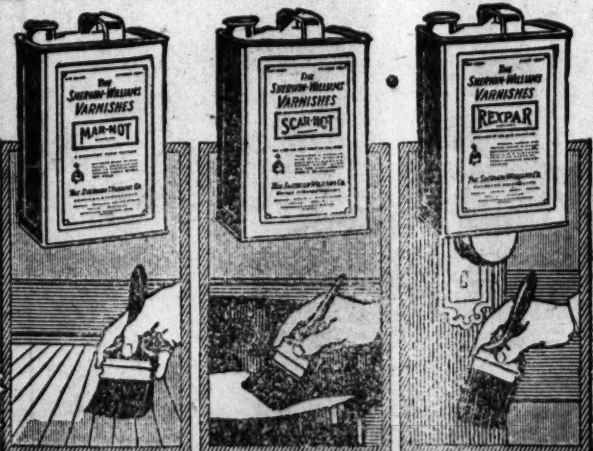
We fully understand and sympathize with the situation of our customers abroad, and it is our desire and wish to aid them in every way in our power to obtain the goods they need to replenish their stocks, and they can depend upon our so doing, but we believe it is best to be frank and aboveboard in our statements to them, which we trust they will appreciate, rather than endeavor to minimize the situation, mislead them, and thus create disappointment.

Goods going from the East to San Francisco, Seattle, Vancouver, etc., for shipment to Shanghai, Yokohama, Manila, Dutch East Indies, Straits Settlements, Hongkong, etc., have been delayed both on the railroad and through congestion at these ports, more cargo being offered than the vessels could carry, and it is no longer possible to secure a through B-L with a definite steamer named, and unfortunately goods have been held on the coast sometimes for several months before they finally went forward. This has led to friends complaining regarding the payment of drafts before the arrival of goods. The situation, however, cannot be obviated, and they must be willing to submit to the position, as their agents cannot avoid this difficulty, and those who are not willing should refrain from ordering, as all must bear their fair share of the burdens which have to be faced. These remarks about payment of drafts also apply to goods which go to various long distance ports by sailing vessel.

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MAR-NOT MAKES FLOORS WEAR PROOF
SCAR-NOT STANDS KNOCKS AND HEAT
REXPAR SHINES IN ALL WEATHER

SHERWIN-WILLIAMS VARNISHES

Each of these varnishes is made to best protect the surface it covers from the kind of wear that surface gets. No one varnish can possibly do this.

Mar-not is made to be walked on—tough and elastic enough to resist the hammer of heels, and absolutely waterproof.

Scar-not is made heatproof and waterproof, while giving a lustrous finish and taking a brilliant polish.

Rexpar, the king of Spar Varnishes, is made to give impregnable weather protection and a bright, durable finish.

Tell us the surface you want to cover and we will tell you the Sherwin-Williams Varnish that will give the best possible finish and wear on that particular surface.

Brighten Up!

Andersen, Meyer & Co., Ltd.

4-5 Yuen Ming Yuen Rd. Telephone 778

MILLION ORPHANS IN FRANCE

Andre Tardieu Tells Of The Great Problem Facing His Country

New York, April 20.—Andre Tardieu, French High Commissioner to the United States, speaking yesterday afternoon at a meeting of the New York Committee of the Fatherless Children of France, held in the home of Mrs. Charles B. Alexander, 4 West Fifty-eighth Street, told of the great social problem which faces France, in the care of its orphans and, concluding, pledged the moral and spiritual unity of France for the defense of the rights of democracy. M. Tardieu expressed confidence in the allied defensive, and asserted that Germany would never attain its goal—the channel ports and Paris. He was introduced by Dr. Henry van Dyke, now a chaplain in the United States Navy.

"While fighting for nearly four years at a cost of 1,300,000 men killed, with almost as many taken prisoner, France has been fighting for the liberty of the world. While carrying her heavy burden France must necessarily provide for her future, and a country whose birthrate is low, a country which has suffered from a long war, needs first of all help to keep and to educate her children.

"There will be one million orphans at the end of this war. Of the subscriptions collected for the Fatherless Children of France not less than \$400,000, out of a total of \$2,000,000, is the share of New York. I wish also to pay tribute to your Paris committee, priests and civilians, doctors and soldiers, writers and publicists, and Seymour L. Cromwell.

they are gathered together under a Chairman whose name is beloved in America—the victor of the Marne—Marshal Joffre.

"France today is fighting and suffering, and has put aside everything except what makes for union, and thus for strength. You have realized the profound moral unity which, at the front as well as at the rear, expresses the humane fraternal spirit of the France of today. In the last four weeks hundreds of thousands have died to defend her and the rights of democracy. When men are dying their last thought is for their children. You want this last thought to be one of hope and security. By your acts you have given peace of mind to thousands of dying heroes. You have won forever the affection and gratitude of all Frenchmen, for in France we recognize that home ties must be preserved, that only in this way can the solidarity of the home and the nation be maintained."

Miss Luella Leland, Chairman of the New York Committee, presided, and Miss Eleanor Fell, a delegate from the Paris Committee, spoke of the work of that unit. A military band from Governors Island played the national anthems of France and the United States. Among those present were: Mrs. Arthur Curtis James, Mrs. Nicholas Murray Butler, Mrs. E. H. Harriman, Mrs. Charles Steele, Mrs. Theodore Havemeyer, Mrs. Herbert Harman, Mrs. Francis McNeill Bacon, Mrs. Adolf Ladenburg, Mr. and Mrs. Douglas Robinson, Mrs. Robert Graves, William Adams Delano, Frederic E. Coudert, and Seymour L. Cromwell.

The Idol Of The Screen

MARY PICKFORD

IS TO BE SEEN

IN THE

Famous Characterisation

"Fanchon The Cricket"

BY GEORGE SANDS

at the OLYMPIC THEATRE

On May 31st and June 1st, 2nd and 3rd and MATINEE on Sunday, 2nd.

CAST OF CHARACTERS:

FANCHON	MARY PICKFORD
Landry	Jack Standing
Madelon	Lottie Pickford
Old Fadet (Fanchon's Grandmother)	Gertrude Norman
Landry's Father	Russel Bassett
Didier (Landry's brother)	Richard Lee

REVIEW:

Mary Pickford, the world's foremost motion picture star, is utterly fascinating in the role of Fanchon, a mischievous imp of a girl, scorn and by-word of the village, who, under the subtle influence of love, gradually develops a goodness of disposition and a general bent toward virtuous principles whereby she eventually gains the heart of the man she loves, and triumphs gloriously over the envy, hatred and uncharitableness of the rustic community of which she had been a despised and rejected member. There is a naturalness about her portrayal—a sparkling, quaint originality—that is absolutely irresistible and "Fanchon the Cricket" will undoubtedly be considered as notable an achievement as her memorable characterisation of "Tess of the Storm Country."

Fire Bells Are Ringing!

—and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

We Write
Fire
Insurance



Better see us before it happens
RAVEN TRUST CO., LTD.
INSURANCE

15 Nanking Road.

Phone 66

FIRE
BURGLARY
MOTOR
CAR

NORTHCLIFFE PRESS ATTACKS PREMIER

Chamberlain Appointment Attributed To Trading For Votes On Ireland

CALLED POLITICAL JUGGLE

Daily Mail Asserts That Northcliffe Has 'Declined Office In Such A Government'

London, April 19.—Commenting upon the charges in the Government The London Times says that the course of events suggests that J. Austen Chamberlain's inclusion in the War Cabinet was primarily due to the exigencies of the Irish settlement. It expresses the opinion that for all his honesty of purpose he is no adequate substitute for Lord Milner, and says:

"It seemed in many ways to be an ideal combination that Lloyd George, with his enthusiasm and buoyancy, should be so closely supported and steadied by Lord Milner's clear brain and long experience of administration. We doubt very much whether Milner's transfer may not be dearly bought at the price of his absence from the Central Council of the Government, even though he is War Minister. Under the system which has been evolved he will be present at every sitting where the business of the War Office is concerned."

Declaring that Lloyd George's appointments have been too often made with an eye to a balancing of powers and interests for any blind belief in a new passion for personal integrity in his colleagues, The Times says:

"It is absolutely certain that the nation as a whole long ceased to care two straws about the parliamentary support which may follow this or that political leader, by comparison with the brains and energy which he can personally contribute to the winning of the war."

Wants Cabinet Overhauled

The Times concludes by saying that it is clear that the present reconstruction is only a beginning and that it would have been infinitely wiser to have overhauled the whole machinery of the Government at once.

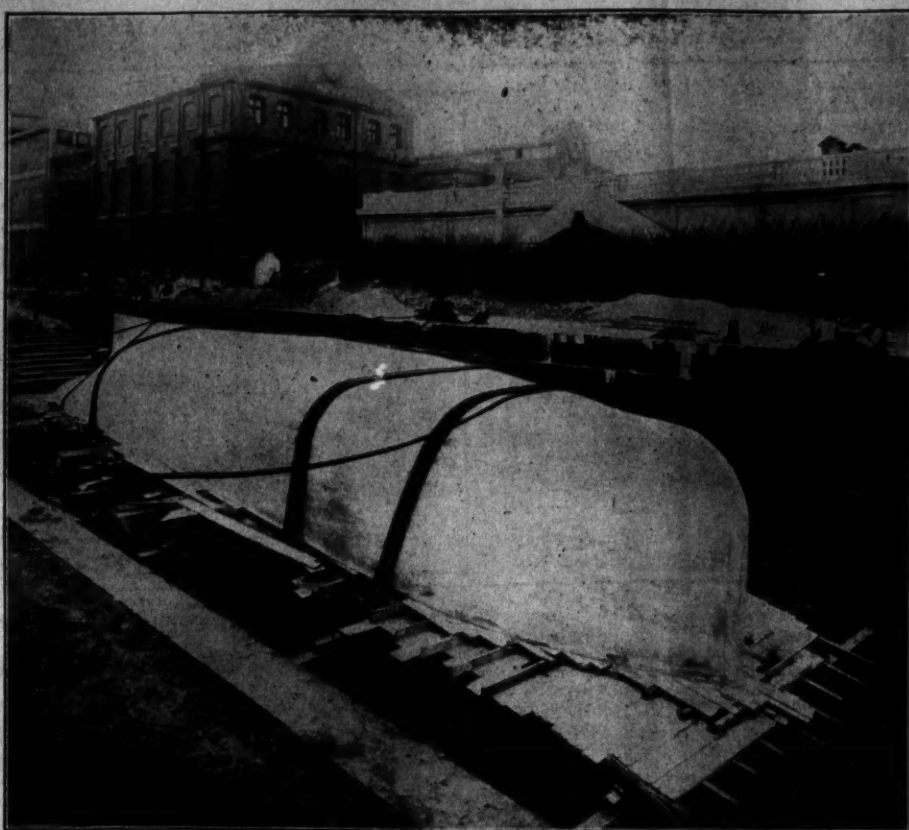
"The whole question of strengthening the Government, the case for which is admitted everywhere," it says, "depends on the choice of men for their own qualities of initiative and resolute courage, not for the political influence which they may have acquired in by-gone days, but which counts for less than nothing in the present crisis of the nation."

The Daily Mail, in a strongly-worded editorial on Chamberlain's appointment, says:

"The Northcliffe newspapers are willing to support any man or body of men who are out to win the war, but will not support those who play at politics at this solemn crisis. In order not to embarrass the present Government they have refrained from criticism of many matters that needed it. In protesting now against the political reshuffle which gives office to a feeble politician like Austen Chamberlain, who has been publicly saddled with the responsibility for the Mesopotamia failure, the Northcliffe press voices the feeling of every father, mother or relative of the boys whose names appear in the sad lists (casualty lists) printed in this journal every morning."

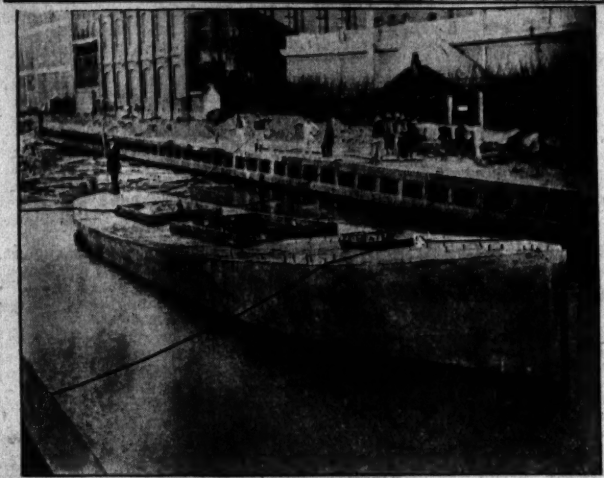
"They had expected better things of Lloyd George than indulgence in the old game of political juggling in such a tremendous hour. It is deplorable that in these hours of suffering and death, when the national unity is so vital, the Prime Minister should have applied a purely political test in his promotions. He must have known that public feeling would condemn any choice which sacrificed efficiency to political bargaining while our soldiers are laying down their lives in thousands in Flanders and France. The Government has seriously weakened itself and has done so at

First Concrete Vessel To Be Launched In China



(Photo By Burr)

Two views of the 125 ton ferro-concrete ship launched by the Yangtze Dock for Arnhold Bros. and Co., Ltd., Friday. Vessels of this size can be turned out in approximately three weeks. The dimensions and other particulars of the boat are as follows: Length, 65ft.; beam, 15; moulded depth, 6.6; twin screws, 30 H. P. "Speedy" kerosene motors; speed, about 8 knots per hour; thickness of hull and deck 2 1/2 in.



the very moment when strength and unity are essential."

Says Northcliffe Rejects Office

Earlier in the editorial, referring to the fact that the Northcliffe press had protested when it was first reported that Mr. Chamberlain was to be included in the War Cabinet, the Daily Mail says that hostile newspapers suggested that his protest was prompted by Lord Northcliffe's desire for office. The Daily Mail adds:

"It is enough to say that Lord Northcliffe has already, publicly and privately, declined office in such a Government as the present one, feeling convinced that the independent press is a more powerful weapon for victory than association with ministers, of whom some appear to be weary of the war or half-hearted in its prosecution."

The Daily Mail regards Chamberlain's appointment as a party maneuver to placate the tariff reformers "for the miserable purpose of making certain Birmingham seats safe."

London, April 19.—The Daily Tele-

graph says that the abilities of J. Austen Chamberlain will assuredly prove of great value to the Government. The Daily Graphic, in recalling that Mr. Chamberlain in the House of Commons a few weeks ago made an attack on a certain section of the press, says:

"He is now being subjected to a counter-offensive."

The air on the battle front was

filled with flying machines and each moment brought its encounter, he said.

"One could not help getting some of the foe," the Major said. "We were up nearly all the time. I flew at one time almost consecutively for twelve hours. So many Germans were brought down that there did not appear to be so many of them on the second night. So the British made a raid in force and dropped tons of bombs on important points and German detachments wherever it was possible. On the third day there appeared to be even fewer Germans in the air."

It was on the third day of the battle that the Major was downed.

"I had gone out over the German lines," he said, "when I found myself engaged with two machines. One of the flyers got in front of me. I made for him, and as I did so the other plane got in position just above me and must have dropped a bomb. It exploded so close to me that the concussion knocked me unconscious. I knew nothing more until I recovered consciousness in the hospital."

"I have not the slightest idea how I landed, but men on the ground said that my machine came fluttering down just as if it were a wounded bird."

The necessity for Allied superiority in the air was emphasised by Major Howe. The most vital thing America could do, he said, was to get airplanes to France, and this could not be done too fast.

"If England," he said, "had had a sufficient number of airplanes the Germans would not have been able to start this present drive. England has many, it is true, but none of us has enough."

Ideal for Your Little Ones

Every careful parent will insist that medicine given to children should be absolutely pure, safe, gentle and free from narcotic drugs. Baby's Own Tablets, the Canadian children's remedy, are guaranteed not to contain one atom of any harmful drug or opiate. One tiny tablet easily crushed between thumb and finger is a sufficient dose for an infant from the day of its birth to six months old. Elder children in proportion.

The first effect of Baby's Own Tablets is to act gently and kindly on the bowels. Then they soothe, console, and promote calm natural sleep. Baby's Own Tablets are recommended for teething troubles, constipation, diarrhoea, colic, indigestion, fever, worms. They promote good appetite and regular development.

Obtainable from chemists, or post free at 60 cents the vial from the Dr. Williams' Medicine Co., 36 Seachuen Road, Shanghai.

GERMAN LOSS OF 50 PERCENT

Canadian Airman Tells Of Fighting In The President Battle

An Atlantic Port, April 15.—Among the passengers who arrived in this country on a British steamship was Major G. P. Howe of the Royal Flying Corps, the first officer to take part in the present Somme battle who has reached this port. The Major, who comes from Alberta, went abroad with the first Canadian force. In the present battle he was brought down, but was not seriously injured.

The air on the battle front was

"COMMANDER"



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Cigarettes

Also in
Packets of
Twenty
Cigarettes

It is necessary for you to try Commander but once to appreciate its better size and pleasing qualities.

Westminster Tobacco Co., Ltd.

CALCARIUM COLOURWASH

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Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.

Telephone No. 1478.

1 The Bund.

SPRING TIME

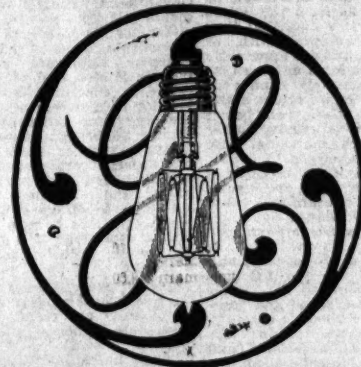
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LUX TIME

We're in it—Let's Win it. Buy Bandage Stamps

THE G-E MARK—

The Guarantee of Excellence on Goods Electrical.



G-E EDISON LAMPS

ANDERSEN, MEYER & CO LTD

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TODAY
IS THE
DAY
To Join
THE

American Red Cross

(Space kindly donated by C. Bianchi)

"BEAR BRAND" STERILIZED BERNESE ALPS MILK



"THE RICHEST
OF ALL

TINNED MILKS TESTED"

says the Committee on
Infant and Invalid Diet of
the Medical Missionary
Association of China.

Sold by all Grocers

THE BERNESE ALPS MILK CO.

1 Foochow Road.

CONFIDENCE LOST BY GERMAN TROOPS

'Prisoners' Letters And Diaries Show That Prompt Victory Was Promised Them

HIGH LOSS OF OFFICERS Kaiser's Forces Will No Longer Be Driven, But Must Be Led Into Battle

With the French Armies, April 18.—One of the most interesting features of the army is the Intelligence Department; especially that section that collects and collates information from prisoners. The New York Times correspondent today visited such a bureau at the headquarters of the French Army now in the line. The nature of the work and its results were explained

by a young Captain, a descendant of the author of "The Three Musketeers," whose nerve and enthusiasm are worthy of the famous Gascon hero of that romance. Like every one in the same army with whom I spoke, his confidence is unlimited. After checking the enemy's advance with a comparative handful of unsupported artillery one is justified in supposing that on equal terms—and the terms are equal now—that the Germans have lost the advantage of the first concentration for an offensive—victory is certain. But the Captain had chapter and verse to back up his confidence. His commanding General had just said, "Victory goes to the side that is most master of its nerves," and the Captain's work told him more than any other man in the army the extent to which the German nerves are weakening. All his information—and for that matter all other reliable data that reach the French authorities—goes to prove that the German leaders were popular support for this battle and exalted the morale of the soldiers to the highest pitch by a definite promise that this was not

only the decisive but actually the last battle of the war. "In April we were to enter Paris," say the prisoners, "and peace would be signed immediately." The Captain showed me documentary evidence of the elaborate propaganda that had been carried out throughout the German Army in preparation for the offensive. Without entering into details, it can be said that there was moral training no less thorough than the physical and material preparations. The first prisoners captured were as certain of victory as in the days of the triumphant march on Paris that preceded the Marne.

Each night an official broadcast was read or distributed containing not only glowing communiques but encouraging news items from every quarter. Thus in a copy I saw there was a lurid account of the panic of Parisians under the first thunderbolt hammer blows of the German super-cannon.

Then, as the offensive was checked, there came a change. The prisoners betrayed doubt. There were ominous questions in their diaries and a note of anxiety in the letters they had written, but to their own dismay were forbidden to send home. Doubt gave way to depression. The losses were terrible and the forward movement ended.

"You damned French always seem to fall upon your feet," said one prisoner bitterly. On the French front at least it can be safely stated that the reaction from the exaltation of the opening days of the battle is in full progress. Even against the British, where the enemy has gained ground lately, the losses have been such that the boys of the class of 1918—that means 18 years old—are already being used freely. Still more significant is the fact that the French now captured a far greater proportion of officers than ever before, and that all the evidence agrees that the officers' losses are unprecedentedly high. This means that the German troops will no longer be driven forward into battle. They must have an officer to lead them or they are useless. Even on minor patrols this applies. Never a night passes but that the French capture one or two officer prisoners.

Another interesting source of news is the home letters found on the prisoners. The Captain produced one of recent date from a once prosperous town of Posen in which the wife of a superior army officer complained mournfully to her son that the family was now forced to take such scanty meals as were afforded by the municipal cook wagons, "because it is impossible to get food for home cooking," and added that even then his young sister was wasting away. "She is in bed as I write, too ill

to get up because of lack of food," the letter said.

It is the Captain's firm conviction that Germany was literally forced to undertake an offensive through internal conditions. He concluded: "Furthermore we have positive information that however the German leaders may affect to minimize America's military contribution to the Allies, they know, and the mass of the German people knows, that a prolongation of the war makes defeat inevitable. No less than other factors—the dread of America's millions on the French front is responsible for the present desperate offensive. The Germans have staked all on a last throw and have lost. They do not realise it yet, but soon the truth will be evident to the army and civil population alike. Then perhaps something will happen."

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
May 21	Japan	Asaki Maru	Jap.	
May 23	Hankow	Anlan	Jap.	
May 23	Japan	Chiyoda Maru	Jap.	
May 16	Japan	Chuyu Maru	Jap.	
May 16	Japan	Daiya Maru	Jap.	
May 24	Japan	Dilwara Maru	Jap.	
May 17	Japan	Fujisan Maru	Jap.	
May 18	Japan	Fudo Maru	Jap.	
May 20	Japan	Hirano Maru	Jap. N.Y.K.	
May 21	Japan	Jagusan Maru	Jap.	
May 18	Chetoo	Kingsing	Br. J.M. & Co.	
May 21	Chinwangtao	Koun Maru	Jap. K.M.A.	
May 17	Hongkong	Koyo Maru	Jap.	
May 23	Hongkong	Nagata Maru	Jap.	
May 24	Daiyu	Nishio Maru	Jap.	
May 18	Hongkong	Nagasaki Maru	Jap.	
May 21	Hongkong	Paulineat	Jap. N.Y.K.	
May 20	Japan	Stentor	Jap.	
May 20	Hongkong	Sappora Maru	Jap.	
May 20	Japan	Suwa Maru	Jap.	
May 22	Hongkong	Shintan Maru	Jap.	
May 24	Hankow	Sinkiang	Br. B. & S.	
May 14	Hankow	Tsengtao	Br. C.I.X.B.L. Co.	
May 15	Japan	Taiten	Jap.	
May 17	Japan	Takeshima Maru	Jap. N.Y.K.	
May 24	Japan	Tochi Maru	Jap.	
May 22	Swatow	Yei Maru	Br. J.M. & Co.	
May 17	Chinwangtao	Wosang	Jap. K.M.A.	
May 22	Hongkong	Yuechow	Br. B. & S.	
May 22	Japan	Yokohama	Jap.	

The Chinese Benevolent Association

118-15 AVENUE EDOUARD VII

Benevolent Fund Ticket \$60,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 10th June, 1918.

One tenth of each ticket will be sold at \$1.00, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets \$10.00.

LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize	\$60,000
1 Second Prize	20,000
1 Third Prize	10,000
2 Fourth Prize	10,000
5 Fifth Prize	1,000
10 Sixth Prize	500
20 Seventh Prize	200
100 Eighth Prize	100
800 Ninth Prize	50
2 each approximate to the First Prize	500
2 each approximate to the Second Prize	200
2 each approximate to the Third Prize	100
4 each approximate to the Fourth Prize	50
499 for numbers having the two terminal figures similar to those of First Prize	30
499 for numbers having the two terminal figures similar to those of Second Prize	25
499 for numbers having the two terminal figures similar to those of Third Prize	20
2,447 drawn tickets	Total \$203,225

All prizes won will be given at the Office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

The Chinese Benevolent Association.

CHU PAO SAN,
Chairman.

17902

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZANKOU—"DOWN" MAIN LINE.

ZANKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coal & Goods	Local	Fast	Slow	Coal & Goods
Shanghai North	dep.	7.35	9.00	10.00	14.50	15.50		
Jinshui	dep.	7.51	9.16	10.23	15.06	16.06		
Secow	dep.	7.58	9.23	10.38	15.13	16.13		
Lungchow Junction	dep.	8.15	9.40	10.53	15.30	16.29		
Shanghai South	dep.	7.45	9.10	10.20	13.35	15.00	16.00	17.55
Lungchow Junction	dep.	8.15	9.40	10.53	15.30	16.29	17.12	
Hangchow	dep.	8.59	10.48	12.02	16.07	17.42		
Ningpo	dep.	9.51	11.52	13.28	16.53	18.49		
Hangchow	dep.	7.40	10.25	12.30	14.55	17.22	19.20	
Ningpo	dep.	8.45	11.05	13.15	15.50	17.53		
Hangchow	dep.	9.45	12.10	14.00	16.50	18.24		
Ningpo	dep.	11.10	12.50	15.25	18.30	19.19		
Zankou	arr.	11.35	13.10	15.45	19.00	19.35		

KONZENCHIAO TO ZANKOU

KIANGSHOO BRANCH LINE.

ZANKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zankou	dep.	10.10	12.25	17.20
Konzenchiao	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Konzenchiao	dep.	7.42	10.57	12.57
Zankou	arr.	9.40	12.10			16.55		Konzenchiao	arr.	7.55	11.10	13.10

R. Restaurant Cars

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 26, 1918

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today							
Swatow, Hongkong & Canton	Wosang	8.50					8.00
River Ports	Train & Str.	21.00					21.00
Yingchow	Yingchow	10.00					9.50
N'saki, Kobe, Yokohama, Canada, U.S.A. and Europe	Y.E. of Japan	13.50		14.00			13.00
Japan Ports	Penza						17.00
Peking and Tientsin (Every day)	Train		17.00				17.00
Tientsin (Daily except Sunday)	Train		15.00				
Tomorrow							
Russia via Siberia (Express)	Via Pukow	21.00	17.00		18.00		20.50
Hongkong	Sinkiang	21.00					21.00
Hongkong and Canton	Train & Str.	21.00					21.00
River Ports	Heinchi	7.30					21.00
Yingchow	Heinchi	7.30					21.00
Hongkong and Canton	Kwangtiah	21.00					21.00
Hongkong and Canton	Kwangtiah	21.00					21.00
Hongkong, S. Ports, Australia, Straits, C'lon, India & Cape		7.30					17.00
H'kong, S'apore, C'mbo, India, and U. Kingdom via Suez			5.30				
Hankow			17.00				
Ningpo			15.00				
Tuesday, May 28.							
Japan & America v. Nagasaki	Yamashiro m.					21.00	10.50
Wahaiwai, Chetoo & Tientsin	Shenkings	14.00	15.30			21.00	13.30
Daiyu	Sakaki maru	10.00				21.00	9.30
Tsingsao, Manchuria & Daiyu	Sakaki maru	10.00				21.00	9.30
River Ports	Train & Str.	21.00				21.00	21.00
Wahaiwai, Chetoo & Tientsin	Koonshing	21.00				21.00	12.30
Tientsin and Newchwang	Kwellin	18.00				21.00	
Chetoo and Tientsin	Heinchi	21.00				21.00	
N'saki, Kobe, Y'haan, Canada, U. S. & Europe via Canada			10.30			10.00	
Japan			10.30				
Wednesday, May 29.							
Russia via Siberia (P. Train)	Via Pukow	21.00	17.00		18.00		20.50
Japan & America v. Nagasaki	Chikugo maru	15.00					19.50
Japan ports	Chikugo maru	15.00					17.00
Amoy and Hongkong			17.00				

† Supplementary mail will be closed at 2 p.m. today at U. S. P. O.

- Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.
Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.
Letters and boxes with declared value 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.



Dr. C. CAMERON

DENTAL
SPECIALIST

38 Nanking Road
SHANGHAI

Office Hours

9 to 12
2 to 6



You can't say WE won
the war unless YOU
help

This is
YOUR
OPPORTUNITY

BUY Bandage
STAMPS.

(Space kindly donated by W. C. Wickersham, Gen. Manager,
in behalf of the Machinery Metals Sales Corp.)

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up

(Main Line)

Nanking To Shanghai North—Down

STATIONS	Local	Express	Fast	3rd	Fast	Local	Fast	Local	Fast	Local	Fast	Local	Fast
SHANGHAI NORTH	dep.	7.55	8.10	8.40	12.45	15.25	17.15	22.00					
SOOCHOW	dep.	9.41	11.22	12.20	14.55	18.15	19.20	1.08					
WUSIH	dep.	10.31	12.54	13.41	16.34	19.57	20.21	2.10					
CHANGCHOW	dep.	11.22	13.16	13.58	16.55	20.21	21.25	3.10					
TANYANG	dep.	12.08	14.11	14.36	17.41								
CHINKIANG	dep.	12.55	14.56	15.17	18.22								
NANKING	arr.	13.19	14.15	14.50	18.50								
PUKOW	dep.	15.30											
TSINANFU	dep.	16.18											
YIENSHIN	dep.	16.58											
CENTRAL	dep.	17.16											
PEKING	arr.	19.30											
PEKING	arr.	19.30											
SHANGHAI NORTH	arr.	12.15	10.15	14.50	17.50	19.00	21.00						7.04

R. Restaurant Cars.

*Connects at Pukow with the through Siberian service.

S. Sleeping Cars.

Woosung Ferts to Shanghai North—Up

(BRANCH LINE)

Shanghai North to Woosung Ferts—Down

STATIONS	Local	Express	Fast	3rd	Fast	Local	Fast	Local	Fast	Local	Fast	Local	Fast
WOOSUNG	dep.	6.50	7.10	7.30	10.30	12.15	14.00	15.50	17.40	19.30	21.20		
SHANGHAI NORTH	arr.	7.25	7.45	7.55	11.05	12.50	14.40	16.30	18.20	20.10	22.00		
SHANGHAI NORTH	arr.	7.25	7.45	7.55	11.05	12.50	14.40	16.30	18.20	20.10	22.00		

Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, May 25, 1915.
Money and Bullion

Gold Dollars Bank's buying rate
@ 107 1/2 = Tls. 93.24
@ 7.32 = Mex. \$127.37
Mex. Dollars Market rate: 72.75
Thai Gold Bars 978 touch Tls. 395
Bar Silver Tls.
Copper Cash per tael 1795
Sovereigns:
Buying rate @ 4/6d. = Tls. 4.44
@ exch. 7.32 = Mex. \$6.07
Peking Bar
Native Interest 05

Latest London Quotations
Bar Silver 485d.
Bank Rate of Discount 5 1/2
Market rate of discount:—
3 m. %
4 m. %
6 m. %
Exchange on Shanghai, 60 d.
Ex. Paris on London Fr. 27.28
Ex. N. Y. on London T.T. \$47.68
Consols 1

Exchange Opening Quotations
London T.T. 4/6
London Demand 4/6 1/2
India T.T. 300 1/2
Paris T.T. 214
New York Demand 415
New York Demand 107 1/2
Hongkong T.T. 70 1/2
Japan T.T. 488
Batavia T.T. 211 1/2

Banks Buying Rates
London 4 m/a. Cds. 4/7 1/2
London 4 m/a. Decy. 4/8 1/2
London 6 m/a. Cds. 4/8 1/2
London 6 m/a. Decy. 4/8 1/2
Paris 4 m/a. 439
Paris 4 m/a. 439
New York 4 m/a. Decy. 119 1/2

OUTSTANDING HOUSE EXCHANGE
RATES FOR MAY
Ex. Tls. 4.95 @ 4/5 1/2 \$1
" 1 @ 604 = France 6.73
" 0.85 @ 105 1/2 = Gold 5.11
" 1 @ 491 = Yen 2.26
" 1 @ 15 = Rupees 3.70
" 1 @ = Roubles
" 1 @ 1.50 = Mex. \$1.50

ASTOR HOUSE HOTEL,
TIENTSIN.Cable Address
ASTOR

The leading Hotel in Tientsin.
Delightfully situated, facing
Victoria Park, and located in
the Centre of the Town's Life
and Business.

Spacious and Luxurious
Dining and Reception Rooms.
Every Bedroom with private
Bath & Toilet.

First Class Cuisine and
Selected Cellar, under Foreign
Supervision.

Central Heating, Electric
Light, Modern Sanitary
Arrangements.

Hotel Motor-Omnibus and
Porters meet all Trains and
Boats.

THE MANAGEMENT

China Mutual Life Insurance
Co., Ltd.

We issue Policies in Sterling
Take advantage of the Ex-
change.

Telephone to us, Central
2601, or write to the Head
Office,

10 Canton Road,
Shanghai.

Buy Red Cross
Bandage Stamps

"BICKERTON'S"

PRIVATE HOTEL

78, 74 and 75 Bubbling Well Road.
Seven minutes from Bund by tram.
Strictly first-class cuisine under the
personal supervision of the proprie-
tress. Separate baths, hot and cold
water, electric light. Tel. W. 1271.

YOU
AND
YOU
AND
YOU

Buy Stamps

(Space kindly donated by Fraser & Co.)

Share Market

Messrs. J. P. Bisset and Co. write as
follows in their report for week ending
May 23:
The share market has relaxed into
a dull state which obtained a few
weeks ago previous to the recent
activity in Cottons. The demand for
Cotton shares appears to have abated
and rates close easier with the excep-
tion of Internationals which appear
firm at Tls. 110. Shanghai Docks are
in demand at Tls. 109 1/2, and Shanghai
and Hongkong Wharves are inquired
for at Tls. 73 1/2.

Rubber Prices

Messrs. Meyer and Messer, Singa-
pore, report that their Rubber Auc-
tions this week showed prices of 395
to 393 for Crepe and 396 to 388 for
Smoked Sheet. The tendency of the
market being steady.

Messrs. R. N. Truman and Co. have
received the following telegraphic re-
port from their Singapore Agents in
connection with the last weekly rub-
ber auction held at Singapore on May
22:
No. 1 Smoked Sheet—396 per picul
equivalent to 1s. 11 1/2d. in London.
No. 1 Crepe—395 per picul equiva-
lent to 2s. in London.
Market steady but quiet; closed
firm; offered 839 tons; sold 462.

Stock Exchange

Transactions

Shanghai, May 25, 1915.

TODAY'S QUOTATIONS

Sumatras Tls. 70.00
Shanghai Docks Tls. 110.00

Launch Services

Tuesday, May 25, 1915.
The tender conveying passengers
on board the S.M.R. s.s. Sakaki Maru
will leave the Custom's Jetty at 11
a.m.

行銀字中

CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Govern-
ment in 1916

Head office: Tientsin
Subscribed Capital \$2,000,000
Paid-up Capital \$1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domest-
ic Cities:

Tientsin Chinkiang
Shanghai Soochow
Peking Hangchow
Hankow Ningpo
Nanking Yangchow
Hsuehchow Canton
Pengpu Hongkong
Taichingku

Agencies and Correspondents in
foreign countries:

London, International Banking Cor-
poration.
New York, International Banking
Corporation.

San Francisco, International Bank-
ing Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.

Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.

and also other principal cities in
foreign countries.

SHANGHAI BRANCH,
8,441 Ningpo Road.

Every description of Banking and
Exchange business transacted. In-
terest allowed on Current Accounts
and Fixed Deposits both in Taels
and Dollars according to arrange-
ment.

Credits granted on approved
securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.
Telephone No. 2613 General Office.
Telephone No. 1929 Manager's Office.



MITSUI BANK, LTD

SHANGHAI BRANCH

3 Foochow Road

Capital (Paid-up) Yen 20,000,000.
Reserve 12,550,000.

Head Office: Tokyo, Japan.
President: Baron Takayasu Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama,
Nagasaki, Moji, Fukuoka, Shimomaki,
Hiroshima, Kyoto, Nagoya, Fukuoka
(Tokyo), Otaru.

Bankers:
London: Messrs Barclay Bank, Ltd.
The London City and
Midland Bank, Ltd.
New York: The National City Bank
of New York,
The Guaranty Trust Co.
of New York.

We transact a
general banking & Foreign Exchange Business

J. KENJOH, Manager.

Chartered Bank of
India, Australia and
China

Incorporated by Royal Charter
1853.

Capital \$1,200,000
Reserve Fund 2,000,000
Reserve Liability of Share
holders 1,200,000

Head Office:
25 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chair-
man.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred East, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton,
G.C.S.I.

W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank
Limited.
The London County and Westminster
Bank, Limited.

The National Provincial Bank of
England, Limited.
The National Bank of Scotland,
Limited.

Agencies and Branches:
Amritsar, Delhi, Puket,
Bangkok, Ipoh, Rangoon,
Batavia, Karachi, Saigon,
Bombay, Klang, Seremban,
Calcutta, Kobe, Singapore,
Canton, Kuala Lumpur, Shanghai,
Cebu, Madras, Sourabaya,
Colon, Malacca, Taiping,
Delhi, Manila, Tavor (Lower
Burma),
Fuchow, Medan, Tavor (Lower
Burma),
Hankow, New York, Tientsin,
Hongkong, Penang, Yokohama.

Shanghai Branch, 18 The Bund.

Drafts granted on the above
Agencies and Branches and also on
the principal Commercial Cities
throughout the world. Bills of Ex-
change bought, Travelling Letters of
Credit issued and every description
of Banking and Exchange business
undertaken.

Interest allowed on Current De-
posit Accounts, according to arrange-
ment.

Fixed Deposits are received for
twelve months and shorter periods
at rates to be ascertained on applica-
tion.

A. I. D. STEWART,
Manager.

It is

OUR

WAR

HELP

BUY

BANDAGE

STAMPS

(Space kindly donated by
Banque de l'Indo-Chine)

Banque Belge Pour
L'Etranger

Filiale de la Societe Generale de
Belgique

Societe Anonyme
Paid-Up Capital ... Frs. 20,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin,
Alexandria, Cairo (Egypt) and
Rotterdam

President:
JEAN JADOT
Gouverneur
Societe Generale de
Belgique.

London: Martin's Bank, Ltd.
Brussels: Societe Generale de Bel-
gique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne,
Societe Anonyme.
Lyons and Marseilles: Comptoir
National d'Escompte d'Paris.
New York: National City Bank of
New York.

Interest allowed on Current Ac-
counts and Fixed Deposits accord-
ing to arrangements.
Every description of banking and
exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai
Banking Corporation

Paid-up Capital \$15,000,000
Reserve Funds:—
Sterling \$1,500,000 @ 2s. \$15,000,000
Silver 19,500,000
..... \$34,500,000

Reserve Liability of Pro-
prietors \$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq. Deputy
Chairman.

F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager:
Hongkong—N. J. Strass.

Branches and Agencies:
Amoy, Ipoh, Peking,
Bangkok, Johore, Penang,
Batavia, Kobe, Rangoon,
Bombay, Kuala Lumpur, Saigon,
Calcutta, London, S. Francisco,
Canton, Lyons, Shanghai,
Colon, Malacca, Singapore,
Fuchow, Manila, Sourabaya,
Hankow, Nagasaki, Tientsin,
Harbin, New York, Yokohama,
Helo.

London Bankers:
London County and Westminster
Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Ac-
counts and on Fixed Deposits accord-
ing to arrangement.

Local Bills Discounted
Credits granted on approved
Securities, and every description of
Banking and Exchange business
transacted.

Drafts granted on London and the
chief commercial places in Europe,
India, Australia, Africa, China, Japan
and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

Capital (fully-paid) 55,000,000
Reserve Fund 22,000,000
Kope. Tls.

Capital Contributed by
the Chinese Government 2,500,000
Reserve Fund 1,750,000

Head office: PETERSBURG.
Paris office: 9, Rue Boudreau.
London office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie
& Co.
Paris: Societe Generale pour favoriser
le Developpement du Commerce et
de l'Industrie en France. Banque
de Paris et des Pays-Bas.

Lyons: Societe Generale pour
favoriser le Developpement du
Commerce et de l'Industrie en
France.

For Eastern Branches and Agencies
Bombay, Harbin, Peking,
Chanchun, Hongkong, Shanghai,
Chefoo, Newchwang, Tientsin,
Dairen, Nicolayovsk, Vladivostok,
Hailan, O-Amur, Yokohama,
Hankow.

81 Branches and Agencies in
Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Ac-
count and Fixed Deposits in Taels,
Dollars and Roubles, Terms on
application.

Local Bills discounted. Special
facilities for Russian Exchange.

Foreign Exchange on the principal
cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI,
G. CARRERE,
managers for China,
Japan and India.

The Bank of Canton,
Limited.

Incorporated 1912.

Authorized Capital HK\$2,000,000
Subscribed and paid up
Capital H\$1,332,950.00
Reserve Fund H\$ 240,000.00
Investment reserve fund H\$ 40,000

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

Interest allowed on Current Ac-
counts and Fixed Deposits accord-
ing to arrangement.

Every description of Banking and
Exchange business transacted.

C. C. WONG,
Act. Manager.

The Bank of China

(Specially authorised by Presidential
Mandate of 15th April, 1915)

Authorized Capital \$50,000,000.00
Paid-Up Capital 12,379,800.00
Reserve Fund \$1,295,552.60
Special Reserve Fund \$1,995,923.60

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Taiyuan, Shanghai,
Tientsin, Kaifeng, Hankow,
Changchun, Wuhu, Ichang,
Antung, Anking, Changsha,
Dairen, Hangchow, Nanchang,
Moukden, Ningpo, Kiukiang,
Newchwang, Nanking, Fuchow,
Harbin, Chinkiang, Amoy,
Kirin, Hsuehchow, Canton,
Tientsin, Soochow, Hongkong,
Chefoo, Wushih, Swatow,
Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved
securities. Local bills discounted.
Interest allowed on Tael Current Ac-
counts at 2 per cent per annum, on
Dollar Current Accounts at 1 per
cent per annum, and on Fixed De-
posits at the following rates:

For 3 months at the rate of 3 per
cent per annum.
For 6 months at the rate of 4 per
cent per annum.
For 12 months at the rate of 5 per
cent per annum.

SUNG HAN CHANG,
Manager.

BUY
BANDAGE
STAMPS

4
For
1
Dollar

(Space kindly donated by
Banque Industrielle de Chine)

Yokohama Specie
Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed . Yen 48,000,000
Capital Paid-up . Yen 43,000,000
Reserve Fund . Yen 23,190,000

London Bankers:
The London County Westminster and
Duchy Bank, Ltd.
The National Provincial and Union
Bank of England Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies
Bombay, London, S. Francisco,
Beasos Ayres, Los Angeles, Seattle,
Calcutta, Lyons, Shanghai,
Changchun, Manila, Shimonsaki,
Dairen, Mukden, Singapore,
Hankow, Nagasaki, Sourabaya,
Harbin, Newchwang, Sydney,
Hongkong, New York, Tientsin,
Honolulu, Osaka, Tokio,
Kaiyuan, Peking, Tsinanfu,
Kobe, Rangoon, Tsingtau.

SHANGHAI BRANCH
Interest allowed on Current Ac-
counts and Fixed Deposits in Taels
and Dollars, according to arrange-
ment.

Drafts granted on principal places
in Japan, Korea, Formosa, China
and the chief commercial places in
Europe, India and America.
Every description of Banking and
Exchange business transacted.

K. KODAMA, Manager.

Buy Red Cross Bandage Stamps

The Shanghai Commercial and
Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital \$300,000.00
Reserve \$15,000.00
Deposits (Dec. 31, 1917) \$2,067,765.24

Correspondents at principal cities
in China, and domestic exchange a
speciality.

Credits granted on approved
securities. Bills discounted.

Current accounts in both taels and
dollars with interest, may be opened
on application.

Particulars of interest allowed on
fixed deposits, in both taels and
dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking
Corporation

Capital & Surplus U.S. \$6,500,000.00
Undivided Profits U.S. \$1,348,000.00
U.S. \$7,848,000.00

Head Office:
65 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:
Batavia, Kobe, San Francisco,
Bombay, London, Santo Domingo,
Calcutta, Manila, Santiago de los
Canton, Medellin, Cabailleros,
Cebu, Panama, Shanghai,
Colon, Peking, Singapore,
(Cristobal C.Z.) Tientsin
Hongkong, San Pedro de

Macoris, Yokohama,
Hankow, Macoris, Yokohama,
Through its close affiliation with
the NATIONAL CITY BANK OF
NEW YORK, the Corporation is
able to offer the special services of
the Branches of that Institution
established at:—

Petrograd, Rio de Janeiro,
Buenos Aires, Santiago de Cuba,
Cancun, Santos,
Havana, San Paulo,
Moscow, Russia, Valparaiso,
Montevideo.

The Corporation issues Commer-
cial and Travellers' Letters of Credit
and Travellers' Cheques, receives
money on CURRENT DEPOSIT AC-
COUNT and FIXED DEPOSIT AC-
COUNT, and transacts all other
descriptions of Banking and Ex-
change business.

H. C. GULLAND,
Manager.

12 Kiukiang Road, Shanghai.

Nederlandsche Handel
Maatschappij

(NEDERLAND TRADING SOCIETY.)

Established 1824.

Paid-up Capital—
Gulden 60,000,000 (about \$5,000,000)
Reserve Fund—
Gulden 11,595,461 (about \$946,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:
Bandjermasin, Padang, Soerakarta,
Bandong, Palembang, Teluk-Tinggi,
Cheribon, Pekalongan, Tegal,
Djember, Penang, Telok-Betong,
Djakarta, Pontianak, Tjilatjap,
Hongkong, Rangoon, Weltevreden,
Kota-Radia, Semarang,
Lingsa, Singapore,
Makassar, Soerabaya,
Medan.

London Bankers:
Union of London and Smith's
Bank, Ltd.

Correspondents at the principal
places in Europe, Asia, Australia
and North America.

The Bank buys, sells, and receives
for collection bills of exchange,
issues letters of credit on its
branches and correspondents and
transacts banking business of every
description.

Current accounts kept in taels
and dollars.

SHANGHAI INTEREST ALLOWED on
current tael accounts and fixed de-
posits, according to arrangement.

B. G. J. WYNNERS,
manager.

Hongkong & Shanghai
Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than \$1. or
over \$100, will be received at one
time.

BUSINESS AND OFFICIAL NOTICES

S.S. "Stanley Dollar"

The S.S. "Stanley Dollar" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their Bills of Lading for counter-signature and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Saturday, June 1st, at 10 a.m.

THE ROBERT DOLLAR COMPANY.

18136

IN THE UNITED STATES COURT FOR CHINA

In re Estate of John Mark Durand, Deceased.

Cause No. 651
Special Proceeding
No. 347
(Administration)

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 19, 1918, and all persons owing the said decedent are required to make payment to the undersigned.

JOHN RESIDE HYKES,
Special Administrator,
17 Szechuen Road,
Shanghai, China.
May 19, 1918. 18052

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of ALFRED CARROLL HUNTER, Deceased.

Cause No. 647.
NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the Estate in China of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 5, 1918, and that all persons owing the said decedent are required to make payment to the undersigned.

AUSTIN EDMUND LOCKYER,
Special Administrator,
No. 12 Hankow Road,
Shanghai, China.
May 5, 1918. 17953

Anybody can cut prices, but it takes brains to sell at a profit.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.
You pay for samples and telegrams.

We quote cif Shanghai prices.

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Chungking, West China.
Born 1915—Still Existing.

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DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

ANTIMONY REGULUS (99% Pure)

White oxide of Zinc and Antimony, Suitable for Paints.
Always in Stock.

Apply, HUPEH GOVERNMENT SMELTING WORKS, Wuchang.

Tel. address: "Hupehmine."

Shanghai-Nanking Railway

A New Combined Rates Tariff

for the Shanghai-Nanking Railway and Shanghai-Hangchow-Ningpo Railway will come into force on and from the 1st June.

Copies (in English only for the present) may be had by Merchants, Transporting Companies and business firms free on application to the Traffic Manager, Shanghai North Station, Telephone No. North 3199. 18014

Peking Union Medical College Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisites to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Students who complete the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 30, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to:

The Dean of the Premedical School, Peking Union Medical College, Peking, China. 17597

TENDERS FOR MECHANICAL EQUIPMENT

TSING HUA COLLEGE, PEKING.

TENDERS will be received by Tsing Hua College for the (1) Heating and Ventilation (2) Plumbing and (3) Electrical Installations of the Auditorium and Science Building at Tsing Hua Yuan, Peking.

Plans and specifications may be had on the payment of an application fee of \$20 silver, Peking currency, to the Architect's Office, Tsing Hua College, Peking. Ten dollars will be refunded when the drawings and specifications are returned to the College.

Tenders will be opened on July 10 at 3 o'clock p.m. at TSING HUA YUAN. 17936

Russian Lady Dentist

Miss. A. Gahman

20 Nanking Road,

Time 9-12: 2-6

Tel. 1916.

17257

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APPLE CIDER
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Connell Bros. Company,
Agents, Shanghai and Hongkong.

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19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
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WHOLESALE

MUNICIPAL NOTIFICATION

No. 2519.
REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS.
(Amendment of Permit Condition No. 2.)

Notice is hereby given that Condition 2 of the permits issued to German and Austro-Hungarian Subjects in pursuance of the provisions of Municipal Notification No. 2466 has been amended to read as follows:—

"2. Commencing on Wednesday, May 8, 1918, the holder (if a male) is required to present himself in person twice weekly, on Wednesdays and Sundays, between the hours of 8 a.m. and 6 p.m. at the Police Station of his district in order to have his permit checked by the Police."

On and after Wednesday, May 8, all German and Austro-Hungarian male subjects of 16 years of age and upwards are therefore required to report to the Police twice weekly on Wednesdays and Sundays, instead of once weekly as at present and this Condition must be strictly observed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, May 4, 1918. 17593

Depots are open for the sale of MACHINE-MADE ICE

at
Hongkew Market
Maloo Market
Wayside Market
62 Avenue Joffre
8 Thorne Road
69 Yangtzepoo Road
6-10 A.M. 4-6 P.M.

10 lbs. ICE will be given in exchange for a METAL CHECK. CHECKS are now on sale at the COMPANY'S OFFICES: 8 Thorne Road, 69 Yangtzepoo Road, 20 CHECKS PRICE \$4.00

ICE Delivered, 2½ Cents per lb. Arrangements regarding deliveries can only be made through Head Office, 8 THORNE ROAD.

Shanghai Ice and Cold Storage Co., Ltd.

17714

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernized—invites your inspection of their Prime Quality Tinted Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets in Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from \$7.50 upward.

HWA YENG CARPET FACTORY,

157 Peking Road.

You can't miss our factory! It's right on the road.

The DAUGHTER OF Mme. ANGOT (LA FILLE DE Madame ANGOT)

in aid of

ALLIED WAR FUNDS

under the Auspices of the

FRENCH A. D. C.

Operette by Lecocq,

1st. Performance Gala Night.

Thursday, 23rd May at 9 p.m.

Stalls and Dress Circle \$5.00

Pitt and Gallery usual prices

2nd. Performance
Saturday, 25th May, at 9 p.m.
usual prices.

Lyceum Theater

3rd. Performance
Tuesday, 28th May, at 9 p.m.
usual prices.

Booking Opens at MOUTRIE & CO., on Monday, 20th May at 8 a.m. 17995

THE SAVOY HOTEL

No. 21 Broadway, corner Nanjing Road, Shanghai, China.

Special Musical Dinner and Dance Every Evening
Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.
Special features this week:
THE MENDOZAS

The Popular Exponents of Fancy dancing

In the Tango-Boston Waltz, etc.

Dinner à la Carte or Table d'Hôte

Dainty Dishes a Specialty.

Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

MUNICIPAL NOTIFICATION

No. 2518. (Amended).
SPECIAL CONSTABLES.

THE Council invites applications from male residents of the Settlement of 21 years of age and upwards, who are not members of either the Volunteer Corps or the Fire Brigade, for enrolment for service under the Council as Special Constables.

Selected applicants, who will enter into agreements with the Council terminable upon one month's notice, will be required to attend periodical drills, to pass a course in the use of fire arms and to undertake such duty as may be assigned to them, entailing under normal circumstances night duty for two hours at a time twice a week, between 6 p.m. and 12 midnight.

Applications for enrolment should be made in writing marked "Special Constables" and addressed to the Captain Superintendent of Police at the Central Police Station.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, May 4, 1918. 18024

Eden Hospital

Dept. of Venereal Diseases and Wassermann Laboratory
P372 Nanking Road
(opp. Lloyd Road)
Hours: 10-12; 2-4 Daily
Dr. JAMES YUKING, Supt.

HONMA HOSPITAL,

No. 84 Miller Road. Tel. North 3961.

Dr. T. YAMADA,
(former Assistant at the Imperial University at Tokyo and Fukuoka.)
Internal Medicine, Children's Diseases

Dr. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	\$570 S.
Chartered	271
Russo-Asiatic	R. 250
Marine Insurances	
Canton	\$340 B.
North China	Tls. 125 B.
Union of Canton	\$130 B.
Yangtze	\$300
Far Eastern Ins. Co. Ltd.	Tls. 31 B.
Fire Insurances	
China Fire	\$133 B.
Hongkong Fire	\$310 B.
Shipping	
Indo-China Pref.	Tls. 108
Indo-China Def.	110s. B.
"Shell"	Tls. 22½ B.
Shanghai Tug (o) ..	Tls. 40
Shanghai Tug (f) ..	
Mining	
Kaiping	Tls. 9.90 ad B.
Oriental Cons	27s. 6d.
Philippine	Tls. 0.80
Raub	82½
Docks	
Hongkong Dock	\$122 B.
Shanghai Dock	Tls. 109½ B.
New Eng. Works	Tls. 17½ B.
Wharves	
Shanghai Wharf	Tls. 73 B.
Hongkong Wharf	\$80 B.
Land and Hotels	
Anglo French Land	Tls. 70 B.
China Land	Tls. 50
Shanghai Land	Tls. 69 B.
Welshland Land	Tls. 1
Shanghai Hotels Ltd	\$11½ B.
China Realty (ord) ..	Tls. 50
China Realty (pref.) ..	
Cottons Mills	
E-wo	Tls. 180
E-wo Pref.	Tls. 97½
International	Tls. 210 B.
International (pref) ..	Tls. 73½ B.
Laou-kung-mow	Tls. 110
Oriental	Tls. 51
Shanghai Cotton	Tls. 139
Kung Yik	Tls. 15 B.
Yangtzepoo	Tls. 8.15 B.
Yangtzepoo Pref.	Tls. 89 B.
Industrials	
Butler Tils	Tls. 23
China Sugar	\$82 B.
Green Island	\$6½ B.
Langka	Tls. 15½
Major Bros.	Tls. 5
Shanghai Sumatra	Tls. 70 B.
Stores	
Hall and Holtz	\$13½
Llewellyn	\$30
Lane, Crawford	\$92
Moutrie	\$35
Watson	\$5.10 B.
Weeks	\$13½
Rubbers (Local)	
Alma	Tls. 8½
Ambers	Tls. 0.25 B.
Anglo-Java	Tls. 7½
Anglo-Dutch	Tls. 3½ B.
Ayer Tawah	Tls. 24
Batu Anson 1913	Tls. 0.90 S.
Bukit Toh Alang	Tls. 3
Bute	Tls. 1
Chemor United	Tls. 1.02½
Chempedak	Tls. 9
Cheng	Tls. 2.10
Consolidated	Tls. 2½
Dominion	Tls. 8
Gula Kalumpung	Tls. 5½ B.
Java Consolidated	Tls. 16½
Kamunting	Tls. 5½
Kapayan	Tls. 0.50
Karun	Tls. 27
Kota Bahros	Tls. 11
Kroewek Java	Tls. 16
Padang	Tls. 12
Pengkalan Durian	Tls. 5
Pernata	Tls. 2½
Repah	Tls. 0.90 B.
Samagagas	Tls. 0.80
Semambu	Tls. 6
Semawang	Tls. 1.05
Shanghai Kiebang	Tls. 8 B.
Shanghai Malay	Tls. 0.70
Shai Malay-pref	Tls. 10.70
Shanghai Pahang	Tls. 1.30 B.
Sungala	Tls. 1.55
Sungel Duri	Tls. 9
Sua Manglia	Tls. 31
Shai Kalantan	Tls. 0.75
Shanghai Sereban	Tls. 0.50 B.
Taipung	Tls. 1 B.
Tanah Merah	Tls. 0.90
Tebong	Tls. 10½
Ulobri	Tls. 3½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I. and E. Lumber	Tls. 140 B.
Culty Dairy	Tls. 7
Shai Elec. and Ash	\$3
Shanghai Trams	Tls. 67
Shanghai Gas	Tls. 21½ B.
Horse Bazaar	Tls. 32
Shanghai Mercury	Tls. 30
Shai Telephone	Tls. 80 B.
Shai Waterworks	Tls. 165 B.
S. Sellers. Sa. Sales. B. Buyers.	
Telephone No. 398	
Benjamin & Potts, 8 Jinkee Road	

Passengers Arrived

The C.N. ss. Tungting from Hankow;—Miss Barelay and Mr. Gordon. Per C.M. ss. Kiangwah from Hankow;—Messrs. Lee and E. A. Young. Per C.M. ss. Kiangten from Ningpo;—Rev. J. M. Espey, Misses Duncan and Minnean.

Per C.N. ss. Sinkiang from Hongkong;—3 Russians Officers and 60 marines.

FAT PEOPLE

Reduce! Benefit your health! We also cure Rheumatism and nervousness.

Turkish Bath and Massage Establishment.

PROF. I. K. SEITO,

25 North Szechuen Road, Phone N. 2768.

Sailed from Shanghai

For London, etc.	
Kitano Maru	Apr. 17
For Liverpool	
Iyo Maru	Apr. 18
Shidzuoka Maru	May 10
For San Francisco	
Venezuela	Apr. 27
Shinyo Maru	Apr. 30
Ecuador	May 25
For Seattle	
Katori Maru	Apr. 23
Manila Maru	May 4
Suva Maru	May 19
For Vancouver	
Empress of Asia	Apr. 13
Monteagle	May 21
For Harbin, etc.	
Krishnamaya Maru	May 13
For Port Said	
Nichyo Maru	Apr. 27

Sicawei Weather Report

24.—Overcast or rainy weather. Two depressions are developing on the continent; one over Chihai; the other, in Kiangsi. There is also a narrow typhoon south of the Loochoos and moving away N.E. wards after having recurred, East of Ballintang channel. 25.—Strong S.E. to squalls with showers. The depression of Kiangsi is rather deep and severe and progresses rapidly towards Sea.

AMUSEMENTS

"The Eldorado"

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High-Class Vaudeville and Dance Hall!

The Williamson Troupe!

7 Star Artistes 7

and
Miss Irene Swan

in
American Transformation Dances

New Songs and Dances
by
Miss Rigoletto

Miss Dachenko, Ballet Dancer

PROF. MARTINEZ' Orchestra

Miss Irene Swan

ISIS THEATRE

Corner of Jukong & North Szechuen Roads

Today Matinee at 3 p.m.

THE STUPENDOUS MYSTERY PHOTOPLAY SERIAL
THE GREAT SECRET
EXCLUSIVELY PRODUCED FOR THE METRO PROGRAM IN 18 EPISODES—36 PARTS
SHOWING } 2 Best CHAPLIN COMEDIES
ALSO } OF TWO PARTS EACH

TONIGHT CHARLIE CHAPLIN

PROGRAMME
CHARLIE CHAPLIN, the Most Funny and Marvellous Comedian of the Day, the man who makes the world Laugh, can be seen Tonight in Three

SCREAMING COMEDIES, ENTITLED
CHARLIE AT WORK | CHARLIE AT THE BANK | CHARLIE SHANGHAIED
2 parts | 2 parts | 2 parts

DON'T FAIL TO SEE HIM!
YOU MUST LAUGH, YOU C

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 27	—	Vancouver	Empress of Japan	Br. C.P.R.	
May 27	—	San Francisco	Korea Maru	Jap. N.Y.K.	
May 27	—	Vancouver	Key West	Br. C.P.R.	
June 10	—	Tacoma & Seattle	Arabia Maru	Jap. O.S.K.	
June 11	—	San Francisco	Rubia Maru	Jap. N.Y.K.	
June 16	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	
June 23	—	San Francisco	Colombia	Am. P.M.S.S. Co.	
June 24	—	San Francisco	China	Am. C.M.S.N. Co.	
June 25	—	San Francisco	Tenyo Maru	Jap. Alexander	
June 30	—	Seattle, etc.	Kashima Maru	Jap. N.Y.K.	
July 19	—	San Francisco	Shinyo Maru	Jap. Alexander	
July 20	—	Vancouver	Empress of Japan	Br. C.P.R.	
July 21	—	Vancouver	Monteagle	Br. U.P.R.	

FOR JAPAN PORTS

May 28	—	Kobe	Kamakura Maru	Jap. N.Y.K.	
May 28	—	Moji, Kobe & Osaka	Tategami Maru	Jap. N.Y.K.	
May 30	—	Nagasaki, Kobe & Y'hama	Chikugo Maru	Jap. N.Y.K.	
June 1	—	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.	
June 6	—	Moji, Kobe & Osaka	Chikuzen Maru	Jap. N.Y.K.	
June 7	—	Nagasaki, Kobe & Y'hama	Wakamatsu Maru	Jap. N.Y.K.	
June 8	—	Moji, Kobe & Osaka	Takeshima Maru	Jap. N.Y.K.	

FOR EUROPE, INDIA, STRAITS, ETC.

—	London, etc.	Kaga Maru	Jap. N.Y.K.	
—	London, etc.	Hirano Maru	Jap. N.Y.K.	

FOR SOUTHERN PORTS

May 26	11.00	Swatow	Yingchow	Br. B. & S.	
May 26	noon	Stow, H'kong & C'ton	Wong	Br. J.M. & Co.	
May 27	4.00	Ningpo	Hsin Feking	Br. B. & S.	
May 27	4.00	Ningpo	Hsin Ningshao	Chl. C.M.S.N. Co.	
May 28	4.00	Ningpo	Kiangtzen	Chl. C.M.S.N. Co.	
May 28	4.00	Hongkong and Canton	Sinkiang	Br. B. & S.	
May 28	—	Foochow	Hsinchi	Chl. C.M.S.N. Co.	
May 28	—	Hongkong	Kwangtze	Chl. C.M.S.N. Co.	
May 30	11.00	Amoy, H'kong & C'ton	Suiyang	Br. B. & S.	
June 1	—	Singapore	Mexico Maru	Jap. O.S.K.	
June 1	—	Hongkong & Manila	Colombia	Am. P.M.S.S. Co.	
June 2	—	Hongkong	Kashima Maru	Jap. N.Y.K.	
June 2	—	D.L. Swatow & Hongkong	Kaitong	Br. B. & S.	
June 3	—	Hongkong	Katori Maru	Jap. N.Y.K.	
June 4	—	D.L. Hongkong & Canton	Sungkiang	Br. B. & S.	
June 11	—	Hongkong	China	Am. C.M.S.N. Co.	
June 14	—	Takao, F'chow, K'lung	Kohoku Maru	Jap. O.S.K.	
June 16	—	Hongkong	Canada Maru	Jap. O.S.K.	

FOR NORTHERN PORTS

May 28	2.00	Tientsin & Newchwang	Kwelin	Br. B. & S.	
May 28	noon	Dairen (direct)	Sakaki Maru	Jap. S.M.R.	
May 28	—	Tientsin, and Dairen	Sakaki Maru	Jap. O.S.K.	
May 28	3.00	W'wei, C'foo & T'ien	Shengking	Br. B. & S.	
May 28	noon	W'wei, C'foo & T'ien	Koonshing	Br. J.M. & Co.	
May 29	—	Chefoo & Tientsin	Hsinfung	Chl. C.M.S.N. Co.	
May 30	11.00	Antung	Paoting	Br. B. & S.	
May 31	—	D.L. Dairen, via T'iao	Sungkiang	Br. B. & S.	
June 1	10.00	W'wei, C'foo & T'ien	Shuntien	Br. B. & S.	
June 12	—	T'ien, Dairen, T'iao	Keelung Maru	Jap. O.S.K.	

FOR RIVER PORTS

May 26	M.N.	Hankow, etc.	Kiangyung	Chl. C.M.S.N. Co.	
May 27	M.N.	Hankow, etc.	Tungting	Br. B. & S.	
May 27	M.N.	Hankow, etc.	Kiangwah	Chl. C.M.S.N. Co.	
May 28	M.N.	Hankow, etc.	Leongwo	Br. J.M. & Co.	
May 28	M.N.	Hankow, etc.	Poyang	Br. B. & S.	
May 28	M.N.	Hankow, etc.	Yohyang Maru	Jap. N.Y.K.	
May 29	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.Y.K.	
May 29	M.N.	Hankow, etc.	Wenchow	Br. B. & S.	
May 29	M.N.	Hankow, etc.	Chungking	Br. B. & S.	
May 31	M.N.	Hankow, etc.	Luenyi	Br. B. & S.	
June 1	M.N.	Hankow, etc.	Ngankin	Br. B. & S.	

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
May 25	—	Ningpo	Kiangtzen	Chl. C.M.S.N. Co.
May 25	—	Japan	Fukuoka Maru	Jap.
May 25	—	Japan	Nippo Maru	Jap.
May 25	—	Japan	Sendagawa Maru	Jap.
May 25	—	Hankow	Kiangwah	Chl. C.M.S.N. Co.
May 25	—	Hankow	Tungting	Br. B. & S.
May 25	—	Wenchow	Tai-shun	Chl. C.M.S.N. Co.
May 25	—	Japan	Tategami Maru	Jap. N.Y.K.

Vessels Loading

For River Ports

HANKOW AND PORTS.—The Str. Kiangyung, Captain W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Tungting, Captain Torrie, will leave from the French Bund on Monday, May 27, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The Str. Kiangwah, Captain J. McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Tuesday, May 28, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Capt. Pindelson, will leave on Tuesday, May 28, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers Tel. No. 246. Freight Tel. No. 250.

HANKOW AND PORTS.—The Co's Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from N.Y.K. Pootung wharf on Tuesday, May 28, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The Co's Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail wharf on Wednesday,

May 29, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Chungking, Capt. Meathrel, will leave on Wednesday, May 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Luoyi, Captain Frazier, will leave from the French Bund on Friday, May 31, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain Newcomb, will leave from the French Bund on Saturday, June 1, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW.—The China Navigation Co.'s Str. Yingchow, Capt. E. B. Simons, will leave from the French Bund on Sunday, May 26, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. Hsin Feking, Captain A. Scott, R.N.R. will leave from the French Bund on Monday, May 27, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain Wavell, will leave on Tuesday, May 28, at daylight. For Freight or Passage, apply to Butterfield & Swire Agents, Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Steamer Hsinchi, Captain E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Str. Kwangtze, Capt. C. Stewart, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOI, HONGKONG & CANTON.—The China Navigation Co.'s Str. Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Thursday, May 30, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SINGAPORE.—The Str. Mexico Maru, Capt. K. Komiya, will be despatched from the Co's Yangtze-poo wharf on May 31, at 7 p.m. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kaitong, Capt. E. J. Pottinger, will leave from the French Bund on Sunday, June 2, at daylight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain Trobridge, will leave from the French Bund on Tuesday, June 4, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co's Yangtze-poo wharf on June 16, at 10 p.m. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

For Northern Ports

TIENTSIN AND NEWCHWANG.—The China Navigation Co.'s Steamer Kwelin, Captain F. McGarity, will leave on Tuesday, May 28, at 2 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, May 28, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN AND DAIREN.—The Str. Suma Maru Capt. N. Iwamatsu, will be despatched from the Co's Yangtze-poo wharf on Tuesday, May 28, at 10 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

CHEFOO AND TIENTSIN.—The Str. Hsinfung, Captain W. S. Ross, will leave on Wednesday morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Steamer Paoting, Captain P. R. Furslow, will leave on Thursday, May 30, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Telephone No. 77.

TIENTSIN, DAIREN & TSINGTAO.—The Str. Kohoku Maru, Capt. J. Kurimura, will be despatched from the S. M. R. Wharf on Friday, May 31, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. Northcote, will leave from the French Bund on Saturday, June 1 at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain H. Nagata, will be despatched on Monday, June 10. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on June 10. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer America Maru, Captain H. Yamamoto, will be despatched on June 10. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer America Maru, Captain H. Yamamoto, will be despatched on June 10. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.



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OSAKA SHOSEN KAISHA

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SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

For Tacoma and Seattle, Wash.

Via Pacific, calling at Nagasaki, Kobe, Yokkaichi,

Yokohama and Victoria, B. C. arr. leave.

"ARABIA MARU" ... (18,000 tons) Capt. H. Nagata, June 8, June 10

"AFRICA MARU" ... (18,000 tons) Capt. H. Yamamoto, June 9, June 10

For Singapore

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiya, May 29, May 31

For Hongkong

"CANADA MARU" ... (12,000 tons) Capt. Y. Yamamoto, June 15, June 16

CHINA COASTING LINE

For Tientsin and Dairen arr. leave.

"SUMA MARU" ... (1,537 tons) Capt. N. Iwamatsu, May 26, May 28

For Tientsin, Dairen and Tsingtao

"KOHOKU MARU" ... (2,610 tons) Capt. J. Kurimura, May 29, May 31

For Tsingtao, Tientsin and Dairen

"KEELUNG MARU" ... (1,569 tons) Capt. S. Imai, June 10, June 12

For Foochow, Keelung and Tainan

"KOHOKU MARU" ... (2,610 tons) Capt. J. Kurimura, June 12, June 14

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:

H. SHIMAMURA, Manager, OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235.

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T. K. K.

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TOYO KISEN KAISHA
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU	20,000 tons for San Francisco,	June 11, 1918
SIBERIA MARU	18,000 tons for San Francisco,	June 25, 1918
TENYO MARU	22,000 tons for San Francisco,	July 19, 1918
SHINYO MARU	22,000 tons for San Francisco,	July 19, 1918

FOR HONGKONG DIRECT

SHINYO MARU	22,000 tons for Hongkong,	June 27, 1918
KOREA MARU	20,000 tons for Hongkong,	Aug. 10, 1918
SIBERIA MARU	18,000 tons for Hongkong,	

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

'Phone No. 3229.

(Entrance, 71 Szechuen Road.)



YOU want Victory

Well !!

We want YOU

To help

The American Red Cross

Business and Official Notices

APOLLO THEATRE

WEDNESDAY, JUNE 5th, 1918
at 9.15 p.m.

GRAND CONCERT

by
Professor Harry Ore
well known pianist-composer
and
Jacques Karp
opera singer (baritone).

Prices \$2.— and \$1.—
Booking now open at Robinson Co.
18141

The Cathay Trust, Limited

(In voluntary liquidation)

NOTICE IS HEREBY GIVEN pursuant to section 187 (2) of the Companies Ordinances 1911 that a General Meeting of the Members of the Company will be held at the Offices of the Liquidators, No. 10 Canton Road, on Monday the 27th day of May, 1918, at 4 p.m. for the purposes provided for in the said section.

And
NOTICE IS HEREBY GIVEN that on account of the temporary absence of Mr. J. C. Dyer under medical orders, the following resolution will be proposed:—
"That Mr. Eric M. Ross, C.A. be and he is hereby appointed joint liquidator for the purposes of the winding up."

For the Joint Liquidators,
F. N. MATTHEWS, F.C.A.,
Liquidator.
Shanghai, 16th May, 1918.
18017

SPECIALIST

(can speak English well)
For
Veneral and Surgical disease.
Man and Woman's disease.
Skin disease and rheumatism
(studied medicine in Japan,
America and Europe)
Charge moderate.
Japanese Dr. K. WATANABE,
A.M., M.D.
21 Haining Road (fifth house from
North Szechuen Road)
Tel. North 2279.
17846

BUTTER! BUTTER!! BUTTER!!!

Fresh Butter in one-lb. pats.
"DAISY" BRAND
and
"MEADOW" BRAND

may be obtained from all leading
Storekeepers in Shanghai and the
principal Outports. Shipped to
Outports packed in pure machine
made ice.

Tinned Butter in 2 lb. (nom) tins
Finest Australian

"BULLFINCH" BRAND
and
"RED FEATHER" BRAND

Imported by
GEDDES & CO., LTD.
Tel. 245. 5 Peking Road.

The Shanghai Mutual Telephone Company, Limited

The Nineteenth Annual Ordinary General Meeting of the above Company will be held at the Telephone Building, 24a and 24b, Kiangse Road on Tuesday, the 4th of June at 4 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the period ended 31st March, 1918.

The Transfer Books of the Company will be closed from the 28th May to the 4th of June, both days inclusive.

By Order of the Board of Directors,
GUSTAF L. OBERG,
Secretary & General Manager.
Shanghai, May 25th, 1918.
18157

Daylight Saving

The public is hereby notified that from May 22nd to September 30th, inclusive, the official office hours of the undernoted will be from 8 a.m. to 12.30 p.m. and from 1.30 p.m. to 4 p.m.

BUTTERFIELD & SWIRE,
French Bund.
18129

FRENCHMAN returned from the front after 38 months of active service, wants to buy Bull dog or dachshund. Write to Box No. 334, care of this paper.
18154

LOST

13 certificates which are issued by the Government of China for refunding the capital No. 6 (first instalment) to Hunan Railway, were stolen while deposited in the undernoted bank last month.

One of those certificates is for \$6,775 and the other 12 are for \$10,000 each, the total amount is \$126,775. These certificates have been signed by the Minister of Finance (孫寶琦), the Minister of Communications (曹汝霖), and the manager of the Bank of Communications at Changsha.

In addition to having applied to the Government of China for new ones, we hereby declare that the originals are null and void, and warn the public against negotiating same whenever forthcoming.

General Liquidation Office,
HUNAN BANK.
18128

BILL SMITH

says:

A successful day is likely to be a restful one, an unsuccessful day an exhausting one.

"Don't, Mennie & Co."
Three Star
Five Star
Liqueur
ASK BILL!
Garner, Quelch & Co.
Sole Agents

Yut Sae Chang & Co.

Wholesale Hardware Merchants,
Building Contractors—
Engineers' Supplies.
A1284 BROADWAY, SHANGHAI.
Green wire cloth and lawn mowers for the season.
17997

Irish Association

A Meeting of the above Association will be held at 5 Canton Road on Wednesday, 29th May, 1918, at 5.30 p.m.

All Members are requested to attend.
F. H. FORDE,
Provisional Hon. Secretary.
18121

中華銀行 Chung Foo Union Bank

(8441 Ningpo Road)

Announces the opening of a Foreign Exchange Dept. Banking facilities of all description, including Telegraphic Transfers, Drafts, Letters of Credit, Bills for Collection and Travellers' Cheques, are granted on the principal cities of the world. Our Agents and Correspondents are as follows:—
London.....International Banking Corporation.
New York....."
San Francisco....."
Tokyo.....Bank of Chosen.
Kobe....."
Osaka....."
Yokohama.....Bank of Taiwan.
Hongkong.....Bank of Canton.

Our terms are moderate and all instructions receive our careful and prompt attention.
Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.
Telephone No. 2618 General Office.
" " 1929 Manager's Office.
18065

PLEASE LOOK AT
YOUR SHOULDERS

Have They any Wrinkles?

If you like to have a perfect fit, call on **Henry The Tailor.**
114 Seward Road
I acquired the art of Cutting from an American Tailor. A trial is solicited.

The Sparklis Aerated Water Factory, Ltd.

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—
American Ice Cream Soda Pineappleade Lemonade
Orangeade Raspberryade Gingerale Sarsaparilla
Cream Lemon Lime Juice and Soda
PRICE.....\$0.75 per dozen and
\$0.50 per dozen for Soda water
to which should be added \$0.75 for the cost of the bottles which will be refunded on return of the empties.
The Water used in the Manufacture of our Aerated Waters is sterilised by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application
THE EASTERN SYNDICATE, General Managers.
125a Szechuen Road.
Phone Central 3255.
17882

Business and Official Notices
are Continued on
Page 21

Amusement Advertising
will be found on
Page 21

HE who says "I have done enough" IS A SLACKER

In these days of Red Cross activity.

(Space kindly donated by W. Z. Zee & Sons)



Bandage Stamps
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BUY THEM

(Space kindly donated by Knapp & Baxter, Inc.)



Bandage
or
Bondage
WHICH?

BUY Bandage STAMPS

(Space kindly donated by Office Appliance Co.)



The Stewart SPEEDOMETER

is the choice of all motorists
who want a speedometer
that they can be sure is
accurate and dependable

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO. CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)
Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

APARTMENTS WANTED

WANTED by Britisher. Room with board in private family. Range Road or district. No boarding houses need apply. Address to Box 327, THE CHINA PRESS.
18135 M.28.

LOST

LOST, in the neighborhood of the French Consulate General, an Irish terrier, yellow, wire haired, answering to the name of Max. A recompense will be given if needed. Apply to French Consul.
18156 M.28.

SITUATION VACANT

WANTED, in a good home, educated lady to take charge of 2 young boys. Reply stating salary wanted, to Box 329, THE CHINA PRESS.
18137 M.28.

WANTED. Chinese nurse, capable of teaching English and Chinese primary lessons for boy of 6. State full particulars to Box 330, THE CHINA PRESS.
18140 M.26.

WANTED. Stenographer for Tientsin. Apply to Box 324, THE CHINA PRESS.
18116 M.26.

MISCELLANEOUS

THE China Agents Company are house coal distributors to any address in Shanghai. Phone 3022. T. M. Yates, Manager.

WE now have a new stock of coal and again wish to thank our clientele for past favors. We desire your further business.

ALL our prices are competitive with any other coal supplier and our best attention will be given to each order, no matter how small.

ORDERS are solicited from new and old friends and may be phoned to "No. Central 3022," or addressed to 8 Nanking Road.
18139 M.26.

WE make firm offer of Tls. 68 per lb. for saccharine. 550%. Any quantity spot cargo. Reply to Continental Hotel, 89-90 Szechuen Road.
18155 J.1.

OFFICES, ETC., TO LET

FOR RENT: Office flat, No. 1 Hongkong Road, eight rooms, separate entrance, well lighted, facing North. Immediate occupancy. Apply to Andersen, Meyer & Co., Ltd., Manufacturing Dept., No. 7 Yuen-ming-yuen Road.
18038

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
be Prepaid

Replies must be
called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens
Comfortable rooms front and back, (with bathroom and verandah), to let. Good table.
Telephone North 482.

No. 8 Quinsan Gardens

Tel. N. 1946
To let on 1st floor, large comfortable bedroom with dressing room and bathroom attached; suitable for small family; also, a large cosy attic facing South.

TO LET to congenial American, cool, summer, downtown room, with board and tennis. Good home with young American couple. \$90 a month. Apply to Box 335, THE CHINA PRESS.
18158 M.26.

UNFURNISHED residential room with bathroom and verandah attached, facing south, situated 17 Nanking Road. Moderate rental, including light, water and taxes. Apply to Frederick Ezra and Co., 18 Nanking Road.
18153 M.28.

TO LET, rooms with board in a comfortable private home, good table. Apply 9 Albany Lane.
18115

WANTED in most comfortable, superior home, two bachelors, or married couple. Table special care. Large garden, tennis court, garage, telephone, near tramway. Double rooms, verandah, large bathrooms, moderate terms. Apply to Box 323, THE CHINA PRESS.
18118 M.26.

HOUSES TO LET

TO LET: Excellent 8 roomed residence near Avenue Road and Hart Road. Rent only Tals 90. Further particulars with J. T. Hammond, 38 Nanking Road.
18144

TO LET: Half of a house, servants' quarters and spacious verandah. Rent Tls. 30. Furniture and fittings can be taken over if desired. Apply to Box 332, THE CHINA PRESS.
18145 J.1.

TO LET, from July 1st, 2 detached residences, 7 rooms each. Inspection afternoons, 20 Yates Road. Tls. 140; 486 Eugene Bard, Tls. 110. J. T. Hammond, 38 Nanking Road.
18022

TO LET: No. 6 Wayside Road, corner residence of five good rooms, near Wayside tram. Rent Tls. 60. Apply premises for inspection; further particulars Hammond, No. 38 Nanking Road.
18152

FOR RENT: Comfortably furnished house-keeping flat, near Bund, very cool, no mosquitoes, all conveniences. Suitable for married couple or bachelor friends. Apply to Box 326, THE CHINA PRESS.
18153 M.28.

TO LET with immediate possession No. 17 Love Lane, 6 roomed house with tennis lawn and stable. Apply to Zia Zung Sung, 36 Nanking Road.
18009

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls. 70. Apply premises or Hammond, 38 Nanking Road.
17793

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.
17987

SITUATIONS WANTED

WANTED by an elderly Britisher, position as interpreter, book-keeper or Customs clerk. Speaks Shanghai, Cantonese and Mandarin dialects. Apply to Box 328, THE CHINA PRESS.
18157 M.22.

A CHINESE seeks position as Surveyor or civil engineering assistance. Salary no object. Please apply to Box 320, THE CHINA PRESS.
18110 M.28.

AMERICAN college graduate, experienced office executive, correspondent, typist, knowing several languages, seeks position. Apply to Box 287, THE CHINA PRESS.
18099 M.25.

Exchange and Mart

FOR SALE. One SCRIPPS Marine Engine, 27 Horse Power, used very little, with electric self starter and generator, storage battery (the electric equipment has never been used), reverse gear, propeller and drive shaft; equipped with kerosene carburetor. A bargain, the owner having bought a larger engine. For particulars please apply to The Shanghai Horse Bazaar and Motor Co., Ltd., Motor Garage Tel. West 1213.
18146 M.29.

FOR SALE: Police dog puppie, 4 months old, good pedigree. Reasonable price. Apply to Box 331, THE CHINA PRESS.
18143 M.26.

SLIGHTLY USED, 25 horse power, three cylinder, Union (kerosene) Engine, direct connected to Westinghouse 14 kilowatt, 125 volt, 112 ampere, direct current Generator. Selling price Gold \$2,500.00. For information apply to Box 333, THE CHINA PRESS.
18147

SALE: SALE: Lady's leather boots and shoes, best American make, from \$3 to \$5.50 at 184 Chapoo Road, opposite Custom Club.
18127 M.31.

FOR SALE. Full-blooded black Pekinese pup 3 months old, very reasonable. Apply to J. K. THE CHINA PRESS.
18138 M.26.

FOR SALE: Up-to-date efficient 12 Figure Code comprising full range of Export Produce from Shanghai and Hankow. Most valuable business asset for any Export Firm after the war. Compiled by 'practical experienced Exporter who is going out of business. Also for sale up-to-date, complete 12 Figure Silk Code. For demonstration and particulars apply to Box 322, THE CHINA PRESS.
18112 M. 26.

FOR SALE: Two Oliver typewriters: Good condition. No. 2 for \$25.00; No. 5 \$100. Apply at once, Wm. Winter, Missionary Home.
18117 M.26.

FOR SALE: Gentleman's riding saddle, all complete and in good order. Reins, blanket, bridle, etc., included for \$80. May be seen by writing to Box 319, THE CHINA PRESS.
18109 M.26.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
17806

FOR SALE: Spot Cargo: Quinine Sulphate U.S.P. in 100.02 tins. (The Export of this is now "Embargoed" from U.S.A.) For price, etc. Apply to Box 269, THE CHINA PRESS.
17987

FOR SALE: Spot Cargo. Ribbed and maized wire glass 84" x 36" 1/4" thick. Apply to Box 270, THE CHINA PRESS.
17987

How I Lost 20 Pounds in one Month

TRY THIS
You Can Learn
It in a Month

MRS. BESSIE MCCOY DAVIS, the famous dancer, who married novelist Richard Harding Davis, recently found herself getting fat. Mrs. Davis, not at all content with the results of dieting and regulation systems of exercise, began to experiment for herself. At last, she says, she found a comparatively simple method that relieved her in one month of twenty pounds of excess avoirdupois. Here she explains, for the benefit of others, her interesting new exercises.

By Bessie McCoy Davis
OUT of much tribulation, due to superfluous and beauty-destroying pounds,

I discovered the short cut to reduction of weight. I can condense it to four words: *By bending the back.*

The secret of weight reduction lies in the back. By exercising the back one can secure perfect balance of body. Equilibrium is the essential of correct weight.

Not merely of weight, but of its concomitant, grace, is the back the centre. A beautiful back has the habit of beautiful posture. It should not have the erectness of a soldier at drill. The ramrod is not a symbol of beauty. Nor should it lean far forward in the absurd kangaroo slouch. Half way between these extremes is the poise of the beautiful back.

Having enunciated these principles of beauty of the back, let me tell you how I became twenty pounds thinner in a month.

It was seeing a photograph of mine, taken with my little daughter, Hope, that told me I had taken on a matronly aspect beyond my years. Analyzing that aspect I saw that it was due, not to years, but to excess avoirdupois. I knew that a woman looks as old as her chin. If the line of the chin is clear and keen, suggesting a razor-blade or the keel of a ship, the presumption is that she is young. If it be muffled by soft, cotton-like flesh she has at least the beginning of the appearance of middle age.

Ever since I can remember, and probably long before that, women have believed that if they could bend forward into the shape of an inverted U they were in good form. If they could contrive to touch the floor with the finger tips without bending the knees they were convinced that they were in fine fettle.

But that is not enough! I could quite easily accomplish that test. Yet the easier life of my retirement from the stage had made me over-weight, and no one is in the pink of condition if she is too heavy.

The genuine test is whether she can touch the floor with her palms—as a monkey walks.

I found that this exercise brought into play muscles

**Bessie McCoy
Davis, the Well-
Known Dancer,
Explains Her
New Back Bending
Exercises That
Made Her
Thin Again**

that the touching the floor with the finger tips did not affect. A figure can be on the whole quite stiff and unwieldy and still compass the finger-tip exercise. But the body must be obedient to the will, and the muscles be pliant indeed to perform the genuine test, shown on this page. To stand and walk as a monkey does proves the possession of thoroughly pliant muscles.

Finding that the various forward and sidelong exercises—which we all know—were having no influence upon my excess flesh I experimented with others.

Genuine exercise consists in pulling the muscles. Bending backward I discovered that the muscles extending over the front of my body, from the knees to the neck, were pulled, that is, exercised. Pulling the muscles causes the blood to flow at accelerated speed and in greater volume. The blood stream carried away excess globules of fat on its current.

This bending back exercise I alternated with the bending forward movement. To do this you raise the hands over your head and then, bending the waist with their sweep, bring them down so that the finger-tips touch the floor. The knees must not be bent with the bow of the body—all movement is from the waist. At first you may not be able to touch the floor. But after a few days you will. Then try to touch the floor with the first knuckles; then with the second; then the third; last with the back of the hand. After your back has grown supple enough to do this, you ought to be able to touch the floor with your palms. The average woman can learn to do this in a month.

Three times a day I performed the bending-back exercises. Each time I felt the blood bounding through the muscles. It was like the rush of a released Niagara.

Placing my arms behind my back I bent as far back as I could. I began to exercise with kneeling upon the bed. At first this proved a painful tumble might have been painful on a hard floor. Each time I exercised the muscles yielded more and more. Gradually they became so pliant that it was as though they were pulleys that I was manipulating.

Each day I could reach farther and farther behind me, until I was able to touch the floor with my finger tips. The flesh seemed to literally melt away.

This is a very violent exercise for those unaccustomed to it. It should be gently and most gradually done, for there is danger if improperly done, of disturbing the balance of the internal organs. Balance is health.

I would suggest to the tyro counting five slowly as she describes the arc of a circle which she makes backward with the body. Never do it more rapidly unless you are a professional dancer. Even in that case it is best to make haste slowly. Done rhythmically, repeatedly and with the bending forward, it unquestionably rid me of excess flesh at the rate of five pounds a week. At the end of the month I weighed twenty pounds less than I had at the beginning. It was a short month, too, February.

Formulating the five exercises which I practice every day in addition to dancing, to keep myself fit, I should describe them thus: First, bending slowly half-way back; second, bending slowly all the way back, that is, until I accomplished the letter U backward; third, with arms horizontally extended, turning the upper part of the body half-way to the right; fourth, with arms horizontally extended, turning half-way to the left. Last, the forward bow without bending the knees, until the palms rest upon the floor.



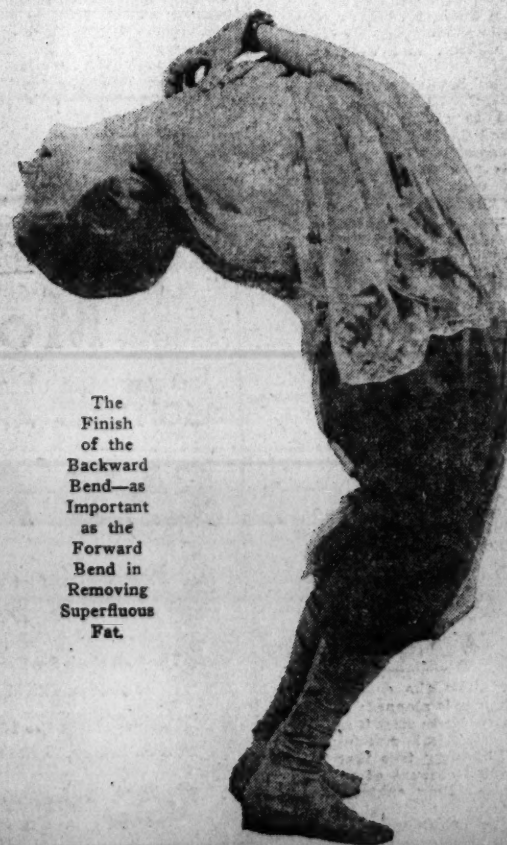
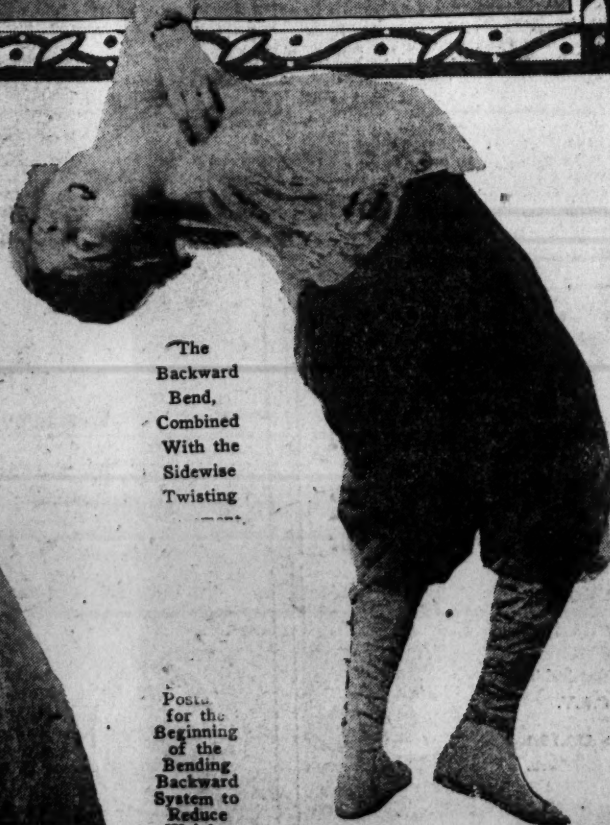
Finger
Tips
Touching
Floor—
a Back
Bending
Exercise
Which
Is Only
One of the
Steps
on the
Way to
"Palm-
Touching
Perfection."

The Last Step of the Bend
Forward—Palms on Floor—
Which Shows the Back to Be
Entirely Supple.



The
Backward
Bend,
Combined
With the
Sidewise
Twisting

Posture
for the
Beginning
of the
Bending
Backward
System to
Reduce
Weight.



The
Finish
of the
Backward
Bend—as
Important
as the
Forward
Bend in
Removing
Superfluous
Fat.

AUTOMOBILES

SHANGHAI, SUNDAY, MAY 26 1918

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No Rubber Shall Reach
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"This is one of several peculiar restrictions put on automobile exports that is the result of the world war," said George M. Dickson, president of the National Motor Car and Vehicle Corporation, "a restriction that has been in force since the summer of 1914.

"For when Great Britain, controlling the seas, cast its lot with France and Belgium in the fight on the Kaiser, an embargo was declared, and the English Government refused to permit any crude rubber shipments to the United States unless the American tire makers promised not to export tires to neutral countries so located in the war zone that either legitimate trade or border smuggling with Germany could not be prevented. The American tire makers were forced to post a bond of \$5,000,000 as a guarantee of their good faith in keeping the agreement.

"As a consequence, all the National cars that have been sent to Spain and other neutral countries of Europe in the last four years left the factory with bare wheels, the tires being consigned to the British Government and shipped to Hull, England. Here they are held in storage as contraband until the Spanish owner satisfies the English authorities that the tires will never travel over other than Spanish highways and that the only thing he would ever do for the Kaiser would be to knit him a barbed wire sweater.

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In describing the accomplishment of this feat, W. H. Sickenger, California manager for the Garford Motor Truck Company, states: "The haul was from the beach in sand varying from 3 to 9 inches in depth, over a very winding road to the highway. This could only be negotiated by a short wheelbase truck like the Garford on account of the turns, and even so at times the front of the truck and the end of the gun were rubbing the bank."

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(The Literary Digest)

With no priority orders for carrying elephants, freaks, or acrobats, how is the circus to travel this summer? Easy enough. In our childhood days the circuses journeyed from town to town by wagon, and we all remember the stories of midnight inebriates frightened into sobriety by encountering a procession of camels, pachyderms, and huge red wagons. Now, says a writer in the New York Evening Telegram:

Nearly thirty-five years have passed since this primitive means of travel brought the last big circus into town. And most likely it is going to be "back to the seventies" in transportation for many a circus that expects to tour the country this summer.

"Back to the seventies!" And why? "The railroads are the reason."

"And why are the railroads the reason?" asked the little boy most interested.

Because of a tremendous thing called a government that has taken over their operation. The circus not being an essential like coal and food and munitions and other things required by the Army to fight that great big ogre, the Kaiser, the circus must step aside to let all these necessities pass along.

A big circus can not travel unless it makes contracts with the different railroads to haul it from city to city, and these contracts must be made before the season opens, that the circus may know where it is going for weeks and weeks to come.

So several of the most important railroads have already notified the circus managements that the demands of the Government are such that it will be impossible for them to contract and handle this year any circus freight-train service.

The little boy in the big city or the small country town need not despair, for he is not going to be deprived altogether of a chance to see the circus. It is going to take the road in its own way.

This is an automobile circus, the first ever introduced. If it meets with the degree of success it should have there will then be others to follow its initiative, when every circus will travel by its own motive power.

So long life to the circus, which has been an institution since the days of Caesar, really going back as far as 776 B. C.

It was the facilities of railroad transportation that advanced the tent shows to a position of magnitude, when they appeared with four rings and four stages and gave a big spectacle besides, employing hundreds of people in a costumed pageant.

The possibilities of carrying out the same stupendous program of ring, stage, aerial, and spectacle features are not to be minimized, since the automobile circus has the same advantages in many respects is even better equipped to transport a large circus over the country.

Tremendous motor-cars have been built that are long and wide, some of them as wide as seven feet, with trailers almost as large as the motor-cars themselves, and enormous motor-trucks, for the United States Motorized Circus, which has its headquarters in Toledo, and will present a modernized circus, just like the big circuses that have toured the country for years by railroad.

The equipment for traveling will consist of more than one hundred and seventy-five touring-cars, motor-trucks, and trailers, having a total capacity that is equal to a hundred-car circus—the magnitude of a circus being calculated by the number of railroad cars in its service. In fact, a hundred-car circus is a big circus, just about as big as the biggest.

The automobile-train will run in three sections, just as the railroad circus does, each section traveling at the rate of twelve miles an hour. The distances to be covered will be from twenty-five to thirty-five miles between towns, the longer jumps being

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The performers and other employees will sleep in trailers, which have been built like the interior of Pullman cars, and the performers may go to bed as soon as they like after performing, awakening in the morning on the lot in the next town, to find breakfast ready in the dining-tent, the first section having carried the cooks, stoves, and commissary department, and preceded them by many hours, leaving about the time the evening performance began.

The second section will carry the freaks, the menagerie, and the tents, and the three elephants that will be seen with the show. The last and third section will consist of the spectacle, the performers, the big "tops," as the show tent is called, the seats, stakes, and poles, everything, in fact, that is left for final distribution.

Travel by motor will be easier for all concerned than is possible by rail, principally for the reason that the motor-circus in making short jumps will be able to make the next town in about the same time it takes to load a circus on the railroad flat cars.

Under the old system it took almost as long to haul the circus outfit from the railroad station, where the cars are unloaded, to the show grounds and back again after the evening performance, as it will now take the automobile circus to travel from one circus lot to another, with no weary horses, tired workmen, and fatigued performers to participate in the dusty morning parade. The only horses that will be taken along will be those that perform in the show.

That breakdowns may be repaired and no motor-truck may get out of gasoline, huge gasoline-tanks, wrecking crews, and repair-wagons, all motorized, will follow in the wake of each moving caravan, ready to give first aid and pick up the delinquents. A pathfinder car has already covered a route that guarantees good roads, firm bridges, and easy movement for the automobile circus.

The advance brigade, traveling also in sections, but days apart, will consist of a force of press-agents, bill-posters, and billers to advertise the coming of the circus in the town or city where it is booked to appear and in the surrounding towns for miles away. This fleet will consist of ten motor-cars, trailers, and light touring-cars, the advance-guard having sleeping accommodations in these cars. In this respect the advertising will be operated precisely as it is done by a railroad circus, which has its own advertising-cars that precede it.

U.S. Army Inspectors Visit Auto Schools

Captain M. B. Willett and James L. Brown, U. S. A., have been instructed to inspect a large number of automobile schools in various centers, with a view to their use for training the chauffeurs, mechanics, etc., required for the new regiments to be formed by the coming draft. On their report probably will depend whether the auto school of the country shall be commandeered for Uncle Sam, or whether schools under army auspices will be started. The schools have been asked to report what they can do in the way of training large groups of men and the cost. Among the list of schools to be visited is the West Side Y. M. C. A., automobile school at 40 West Sixty-sixth Street, New York City, from which more than 15,000 trained men have been graduated, as well as a large number of women.

U. S. Government Endorses Motor Vehicles For Utility

Washington, March 23.—What is probably the first governmental expression of policy recognizing the utility of the motor vehicle in relieving our transportation situation is an announcement just issued as follows:

"The Council of National Defense approves the widest possible use of the motor truck as a transportation agency, and requests the state councils of defense and other state authorities to take all necessary steps to facilitate such means of transportation, removing any regulations that tend to restrict and discourage such use."

The Highways Transport Committee of the Council of National Defense is working energetically to promote the more efficient use of trucks to take some of the burden off the congested railroads, particularly the transfer of freight within cities and the movement of short-haul freight by highway. These involve "store-door" deliveries of incoming railroad freight, haulage by motor express lines of shipments originating within short distances of cities, and the intercity movement of freight where hauls are not too long to be practicable.

In this work it has been found that more extensive operation of motor trucks is meeting discouragement because of existing state laws and proposed legislation that impose such heavy registration or taxation fees on trucks as to make their operation of doubtful economy or profit and which limit weights and speed of trucks so narrowly as to seriously to interfere with interstate movement.

Maryland, for example, now impose a privilege tax of one-eighth of a cent a ton mile on trucks operated on regular schedule, which amounts to \$100 or more on the average truck, and a bill is in the Legislature to double this tax. One trucking company that has just started regular service between Philadelphia and Baltimore found it would have to pay a tax of \$320 a year on each truck, which will be doubled if the bill passes.

Every local motor express owner

operating in Maryland, of which there are twenty-two, must pay the heavy state tax. The burden falls, however, on the hundreds of farmers, merchants and manufacturers who patronize these lines, in the form of increased shipping rates, because the truck owners cannot pay the taxes themselves and remain in business.

The purpose of the tax is to raise funds for maintenance of the roads, but the residents of the state pay for the maintenance just as surely as if the funds were derived from general taxation or in some other way. The effect of the law is merely to penalize the only means of direct and prompt transportation afforded the farmers in many sections to get their produce into the cities. Many of them report that they would have to abandon truck farming and dairying if the motor express lines were to suspend operation.

In the present shortage of farm labor and difficulties of shipping by rail, the Highways Transport Committee feels that it is the patriotic duty of state legislators and officials to encourage the use of trucks instead of placing impediments in the way of their more extensive operation during the period of the war.

Lubricating The Car

A motor car should be lubricated regularly in order to keep it in the best possible working condition. By the aid of the accompanying lubrication chart and brief directions, this is easily accomplished and can be done as well in the home garage as elsewhere.

1. Motor—Motor oil. Fill crank case reservoir. Do not allow the oil to come above the petcock level, as an excess will only cause the motor to smoke. The oil sight feed on the instrument plate shows circulation of oil but does not tell when the supply is running low. Watch the oil gauge on the crank

case. Use a lighter grade of oil in cold weather.

2. Transmission—Use steam cylinder oil for all temperatures above freezing. Thin with motor oil sufficiently to make liquid below freezing temperature.

3. Rear axle—Use steam cylinder oil for all temperatures above freezing. Thin with motor oil sufficiently to make liquid below freezing temperature.

4. Steering gear—Steam cylinder oil.

5. Timing gears—Steam cylinder oil.

6. Pump shaft bearing—Motor oil. At frequent intervals.

7. Valve rocker arms—Motor oil. Apply a few drops of oil to the oil holes in each rocker arm.

8. Rear spring seat—Motor oil.

9. King bolts—Motor oil.

10. Tie rod bolts—Soft cup grease.

11. Rear spring—Soft cup grease.

12. Steering connecting rod—Soft cup grease.

13. Brake and clutch pedals—Soft cup grease.

14. Clutch release fork pin—Soft cup grease.

15. Clutch release bearing retainer—Soft cup grease.

16. Brake shaft—Soft cup grease.

17. Starter sliding gears—Soft cup grease.

18. Front spring—Soft cup grease.

19. Brake cam shaft—Soft cup grease.

20. Speedometer wivel joint—Soft cup grease.

21. Delco generator. A—Soft cup grease.

B—Motor oil. C—Motor oil.

22. Front wheels—Soft cup grease.

23. Rear wheels—Soft cup grease.

24. Pinion shaft bearing—Soft cup grease.

25. Fan hub—Motor oil.

Insure Your Motor-Car

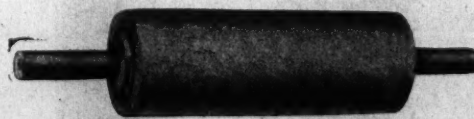


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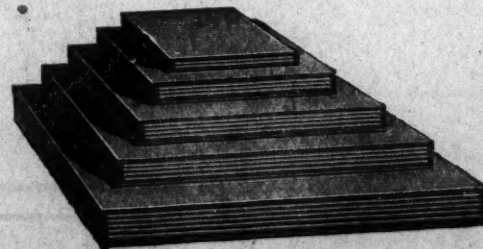
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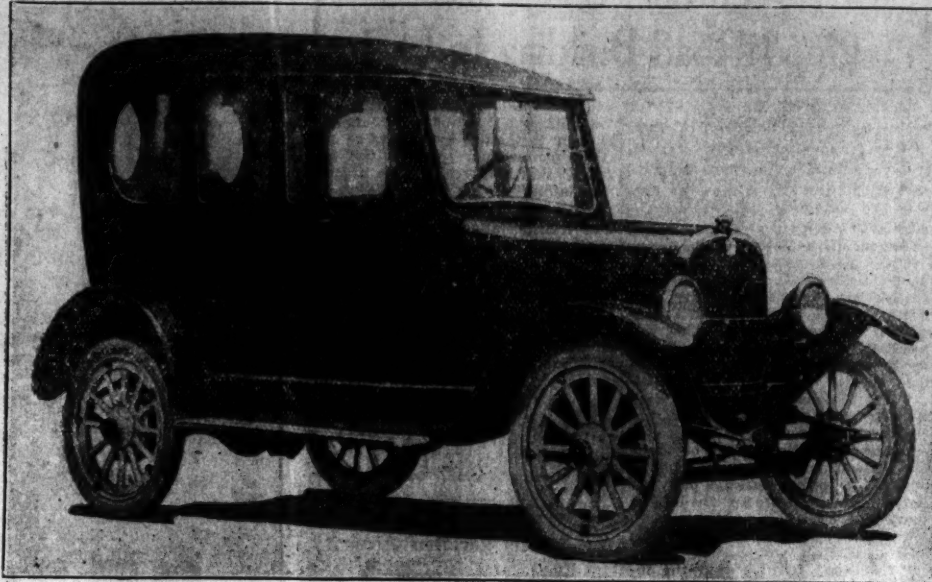
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Everywhere**

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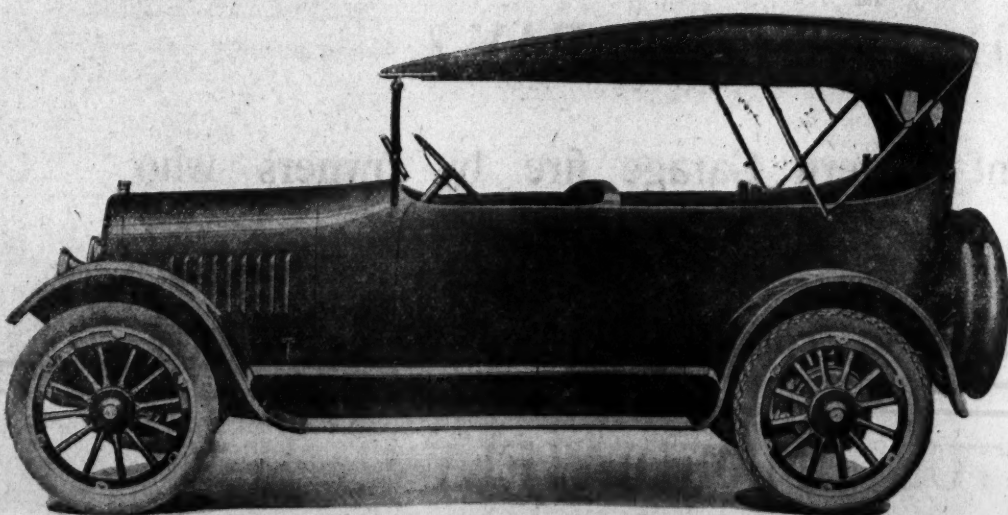
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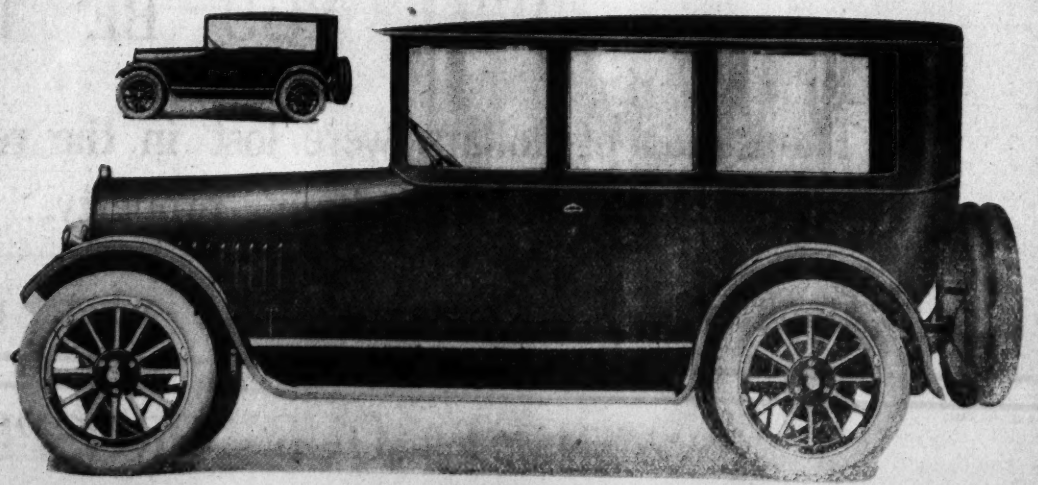
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(Sixty Horse Power — Seven Passenger Sedan)

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AUTOMOBILES



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The advance brigade, traveling also in sections, but days apart, will consist of a force of press-agents, bill-posters, and billers to advertise the coming of the circus in the town or city where it is booked to appear and in the surrounding towns for miles away. This fleet will consist of ten motor-cars, trailers, and light touring-cars, the advance-guard having sleeping accommodations in these cars. In this respect the advertising will be operated precisely as it is done by a railroad circus, which has its own advertising-cars that precede it.

U.S. Army Inspectors Visit Auto Schools

Captain M. B. Willett and James L. Brown, U. S. A., have been instructed to inspect a large number of automobile schools in various centers, with a view to their use for training the chauffeurs, mechanics, etc., required for the new regiments to be formed by the coming draft. On their report probably will depend whether the auto school of the country shall be commandeered for Uncle Sam, or whether schools under army auspices will be started. The schools have been asked to report what they can do in the way of training large groups of men and the cost. Among the list of schools to be visited is the West Side Y. M. C. A. automobile school at 40 West Sixty-sixth Street, New York City, from which more than 15,000 trained men have been graduated, as well as a large number of women.

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U. S. Government Endorses Motor Vehicles For Utility

Washington, March 29.—What is probably the first governmental expression of policy recognizing the utility of the motor vehicle in relieving our transportation situation is an announcement just issued as follows:

"The Council of National Defence approves the widest possible use of the motor truck as a transportation agency, and requests the state councils of defence and other state authorities to take all necessary steps to facilitate such means of transportation, removing any regulations that tend to restrict and discourage such use."

The Highways Transport Committee of the Council of National Defence is working energetically to promote the more efficient use of trucks to take some of the burden off the congested railroads, particularly the transfer of freight within cities and the movement of short-haul freight by highway. These involve "store-door" deliveries of incoming railroad freight, haulage by motor express lines of shipments originating within short distances of cities, and the intercity movement of freight where hauls are not too long to be practicable.

In this work it has been found that more extensive operation of motor trucks is meeting discouragement because of existing state laws and proposed legislation that impose such heavy registration or taxation fees on trucks as to make their operation of doubtful economy or profit and which limit weights and speed of trucks so narrowly as seriously to interfere with interstate movement.

Maryland, for example, now impose a privilege tax of one-eighth of a cent a ton mile on trucks operated on regular schedule, which amounts to \$100 or more on the average truck, and a bill is in the Legislature to double this tax. One trucking company that has just started regular service between Philadelphia and Baltimore found it would have to pay a tax of \$320 a year on each truck, which will be doubled if the bill passes.

Every local motor express owner operating in Maryland, of which there are twenty-two, must pay the heavy state tax. The burden falls, however, on the hundreds of farmers, merchants and manufacturers who patronize these lines, in the form of increased shipping rates, because the truck owners cannot pay the taxes themselves and remain in business.

The purpose of the tax is to raise funds for maintenance of the roads, but the residents of the state pay for the maintenance just as surely as if the funds were derived from general taxation or in some other way. The effect of the law is merely to penalize the only means of direct and prompt transportation afforded the farmers in many sections to get their produce into the cities. Many of them report that they would have to abandon truck farming and dairying if the motor express lines were to suspend operation.

In the present shortage of farm labor and difficulties of shipping by rail, the Highways Transport Committee feels that it is the patriotic duty of state legislators and officials to encourage the use of trucks instead of placing impediments in the way of their more extensive operation during the period of the war.

Lubricating The Car

A motor car should be lubricated regularly in order to keep it in the best possible working condition. By the aid of the accompanying lubrication chart and brief directions, this is easily accomplished and can be done as well in the home garage as elsewhere.

1. Motor—Motor oil.
Fill crank case reservoir. Do not allow the oil to come above the petcock level, as an excess will only cause the motor to smoke. The oil sight feed on the instrument plate shows circulation of oil but does not tell when the supply is running low. Watch the oil gauge on the crank

- case. Use a lighter grade of oil in cold weather.
- 2. Transmission—Use steam cylinder oil for all temperatures above freezing. Thin with motor oil sufficiently to make liquid below freezing temperature.
- 3. Rear axle—Use steam cylinder oil for all temperatures above freezing. Thin with motor oil sufficiently to make liquid below freezing temperature.
- 4. Steering gear—Steam cylinder oil.
- 5. Timing gears—Steam cylinder oil.
- 6. Pump shaft bearing—Motor oil. At frequent intervals.
- 7. Valve rocker arms—Motor oil. Apply a few drops of oil to the oil holes in each rocker arm.
- 8. Rear spring seat—Motor oil.
- 9. King bolts—Motor oil.
- 10. Tie rod bolts—Soft cup grease.
- 11. Rear spring—Soft cup grease.
- 12. Steering connecting rod—Soft cup grease.
- 13. Brake and clutch pedals—Soft cup grease.
- 14. Clutch release fork pin—Soft cup grease.
- 15. Clutch release bearing retainer—Soft cup grease.
- 16. Brake shaft—Soft cup grease.
- 17. Starter sliding gears—Soft cup grease.
- 18. Front spring—Soft cup grease.
- 19. Brake cam shaft—Soft cup grease.
- 20. Speedometer wivel joint—Soft cup grease.
- 21. Delco generator. A—Soft cup grease. B—Motor oil. C—Motor oil.
- 22. Front wheels—Soft cup grease.
- 23. Rear wheels—Soft cup grease.
- 24. Pinion shaft bearing—Soft cup grease.
- 25. Fan hub—Motor oil.

Insure Your Motor-Car



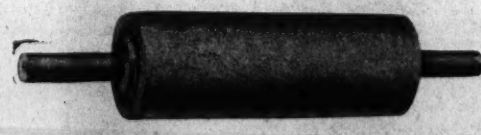
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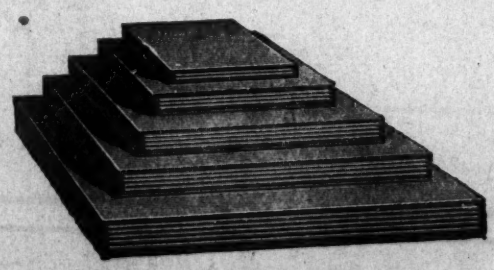


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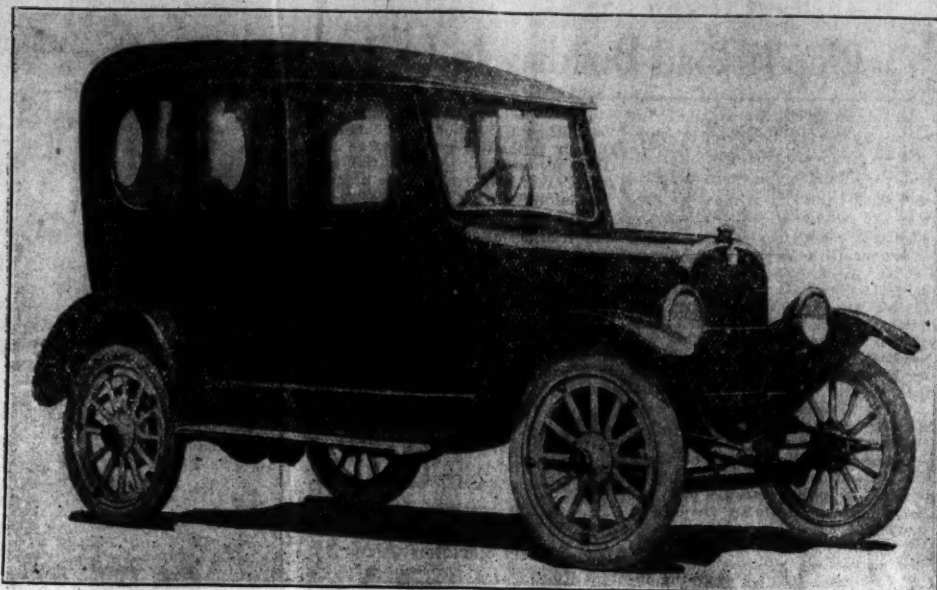
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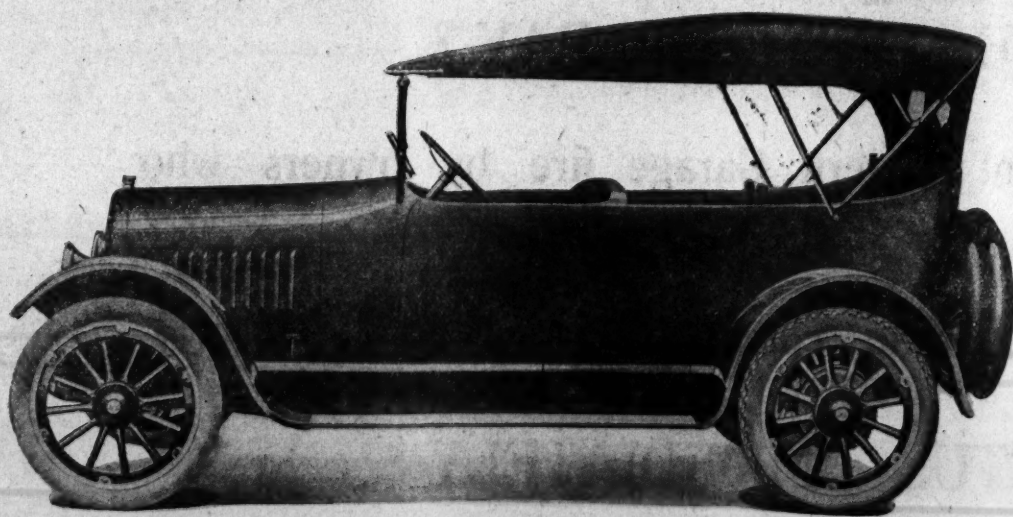
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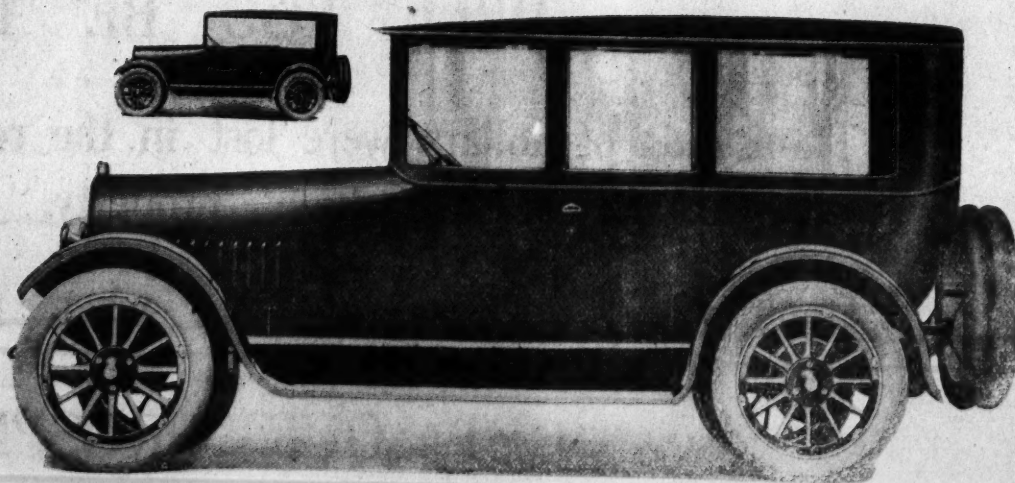
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The Spark Plug A Factor In Keeping Trouble Away

Barney Oldfield Writes Of The Importance Of Careful
Attention To Igniters

Consider your spark plug, Mr. Motorist, advises Barney Oldfield, famous racing driver.

Spark plugs seem unimportant to the uninitiated. Most any sort will do, is the idea of the average owner—at least the "first year" owner. The same man thinks he is saving when he buys "seconds" and "inspection-barred" tires. He takes a chance with his life by using tires not up to the standard. You take a chance with your motor in poor plugs. In both tire and plug instances, the first cost saving is lost by short life of the product.

With every motorist "the best is just good enough"—or it should be so in the matter of plugs and tires. The best plugs are not always sure these days, but the saving in buying the best is sufficiently large to justify my advice to get the true and tried plug—always.

Many plugs are on the market. The owner should see that his car is equipped with a set of the best. By "best" I do not mean any particular plug; but I mean any plug which has been proven in the caldron of experience—a plug about which owners say little but words of praise—a plug which has shown its worth so strongly that manufacturers using the best equip their cars with it.

Spark Plug Trouble Deceptive

Spark plug troubles are most deceiving. Many owners have worried for weeks over poor ignition—poor engine performance—only to find after a long investigation that a poor plug was causing the disturbance. Plugs are so deceptive that good mechanics sometimes tear down engines and ignition systems searching for troubles which really lie in the spark-producer.

In racing hundreds of dollars have been lost because of spark plugs going bad. And this, after racing drivers had experimented with all kinds of plugs and had probably paid fancy prices for those very ones which lost the race. It used to be an old story with drivers to say they lost such and such a number of minutes changing plugs. Even the star drivers had their troubles. They have them yet, too.

Enough spark plugs are built every year to equip many times over the cars of the entire world. Yet some people imagine a plug will last a lifetime.

Buy Only The Best

All of which leads me to repeat: buy the best plug you can learn about. If you have had no experience ask your owner friends who are careful in keeping track of

such things. Ask many. Then form your conclusions. And when you have secured the best give them attention. Look them over every few days. Maybe they will be all right. Don't take chances, though.

Don't wait until your engine begins to perform poorly. Keep an eye on the plugs right along. Not only examine them with the eye, but now and then test them for the effectiveness of the spark. This may be done by disconnecting the ignition wires of all but the ones being tested. If the explosion is not good make a close inspection of the plug.

See That Plugs Are Always Clean! This is vitally important, especially when your engine is running slowly and when you want a quick pick-up a performance with pep. Be Sure Your Plugs Do Not Leak Electricity

Here is one of the mysterious troubles with which plugs are afflicted. Frequently plugs look perfectly good, yet are so saturated with carbon that the insulator changes form and electric leakage is so great the spark will not ignite the gas. This condition is difficult to determine, yet by testing each plug sufficiently it may be located. The only remedy is a new plug.

Porous Insulation

Many owners write me of their troubles blaming carburetors, valves, carbon and all kinds of things for bad performances. Frequently they try all the remedies for such troubles only to have the performance of the car continue. And all the while spark plug inefficiency is the fault. The plug has simply ceased to perform its function, namely to deliver a good hot spark sufficient to ignite the gas. This condition is due to porous insulation.

Of course, no plug will work well when dirty and heavily coated with oil and carbon. The latter is really more dangerous than many believe possible inasmuch as the porosity of the material in plugs permits the carbon to be absorbed until the plug is so saturated as to cause the big leakage referred to.

Plugs should be cleaned by washing in gasoline and carefully scraping off all bits of carbon deposits with a knife. They should be thoroughly swabbed out with cotton or cloth and dried before being replaced. No soot deposits of any kind should be permitted. When a plug goes bad and fails to deliver sufficient for a "full of pep" explosion, it is no good and will soon cost more than a new one in requiring more gas and generally causing

other troubles which multiply from any given fault which is not repaired. Where To Look For Trouble

If your engine starts poorly; if it lacks power and "pick-up," examine your plugs thoroughly before looking elsewhere for the cause. It may be carbon making the trouble or many other faults but is just as likely Plugs. Especially in this time of your engine is given to leaking oil around the cylinders or if you have recently had the carbon removed.

With your battery always properly charged and your wires properly connected and switches working correctly, poor ignition can be traced to plugs in ninety-nine cases out of a hundred. And in looking at your plugs don't be fooled by appearances. If your trouble is persistent. Test them thoroughly. Don't wait until things get bad to look over your plugs. At the first sign of loss of

power—especially when using a lean mixture, driving slow or trying for a quick pick up, get busy with the plug examination.

The spark plug has only one thing to do—deliver a strong spark. But it must be gotten if you want it to do that all the time. This, though some owners go thousands of miles without giving much attention to their plugs. The one duty assigned the plug is as important as the feeding of gas for proper performance of the motor.

Just one other tip today—always have one or two extra plugs in your car no matter whether it is new or old. You can never tell when a plug will go bad and nothing is more aggravating than limping along with one cylinder not being fired at all. It is wasteful, and calculated to drive an owner to distraction.

Consider your spark plug, Mr. Motorist!

Motor Trucks Will Force Good Road Building In U.S.

The dawning of the day of the motor truck means the death of the dirt road and means that the extensive road building program for 1918 throughout the Union must be carried out with the utmost thoroughness, in the opinion of C. H. Larson, President of the Motor Club.

Mr. Larson points out that the truck is certain to attain an even greater measure of popularity than it now enjoys, with continued construction on the railroads. This will result in the highways of the country having to bear a heavier burden than ever.

"With a constant stream of men pouring into the Nation's encampments," Mr. Larson says, "the arteries of transportation should be of the best. Road conditions in the South, taken at large, have always been notoriously bad, yet some of the biggest camps—perhaps the greater number of them—are below the Mason-Dixon line.

"It is good to note that the individual States in Dixie realize their immediate responsibilities because they contemplate spending vast amounts, although too much can hardly be expended, in improving their roads. Texas, for instance, has, I believe, the largest camp for soldiers in the United States and is going to put \$25,000,000 into highways where she gave only \$5,000,000 last year. Louisiana is spending six times what she did in 1917 and Alabama, fifteen times. The gains noted are the greatest, but the progress indicated is general through the South.

"Motorists and laymen would do the nation a service if they would 'talk roads' and 'talk them' long and persistently. The public knows, of

course, that they are extremely valuable, but it is not yet awakened entirely to the full benefits to be derived from them. And in 'talking roads,' talk hard roads, with a solid foundation.

"Roads of the type wanted, facilitate transportation by motor truck (to say nothing of the vaillant work they do in relieving the rails of a burden) by reducing the running time. This, in turn, saves gasoline and tires and cuts down to an appreciable degree the wear and tear on the car. Macadam roads, therefore, are vital to conservation."

ANTI-FREEZE ECONOMY, TOO, IN THE CADILLAC

Condenser Connected To Cooling System 'Reclaims' Alcohol Evaporated In Radiator

Alcohol is given a high efficiency rating as an anti-freeze agent when used in proper solution in the radiator of motor cars. The chief obstacle to its successful use is the fact that it evaporates very readily when the solution becomes heated.

The Cadillac engineers have found a simple means of making successful the use of alcohol. Their device is "an alcohol reclaimer," which gathers the vapor rising from the warm alcohol and water, reduces it to liquid form and returns it to the radiator.

The condenser, which this is accomplished is protected by patent rights. It is exceedingly simple in

construction and entirely automatic in action, requiring no attention on the part of the operator. It consists of a small tank under the front floor, connected by tubing to the overflow pipe which runs from the upper part of the radiator.

The tank is kept half full of the same liquid as in the cooling system. Alcohol fumes driven from the anti-freezing mixture in the cooling system pass through the tube and are forced up through the cool liquid in the condenser. In bubbling

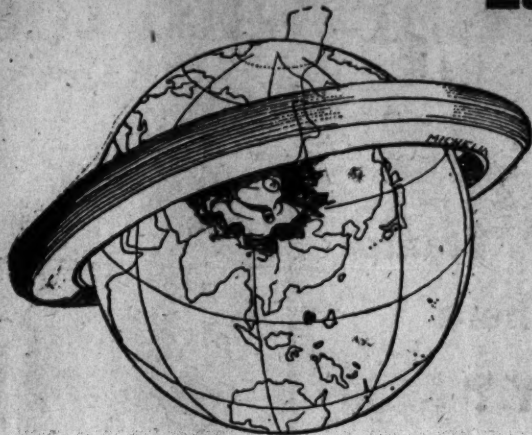
through the cool liquid the fumes are condensed, returning to liquid form.

As the liquid in the radiator cools and contracts, a partial vacuum is formed in the upper part of the radiator, and atmospheric pressure on the liquid in the condenser forces surplus liquid back into the radiator.

While primarily devised for "reclaiming" alcohol, it is valuable in warm weather in that it is very rarely necessary to add water to the radiator.

It is not unusual for condenser-

equipped Cadillac to be driven long distances under heavy loads without appreciable diminution of the supply of cooling liquid. A very exacting test made by the United States Signal Corps showed that only two table-spoonfuls of water had been used in a drive of 93 miles. In another test, in Texas, during mid-summer, it was found necessary to add only a gallon and a half of water to the radiator in 5,000 miles of running.



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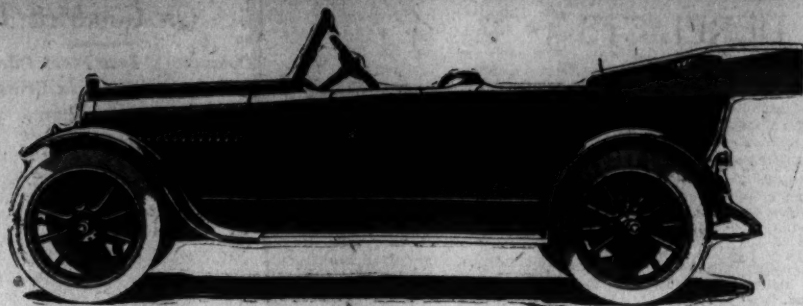
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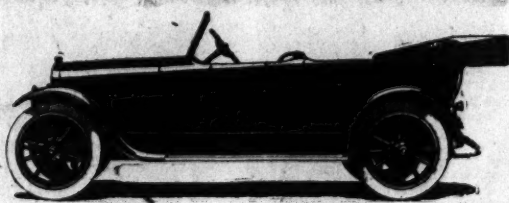


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CADILLAC ORGANISATION ASSOCIATED FOR YEARS

Men With Shop 'Know-How' Have Specialised in Their Work For Long Periods

A recent checking-up of its shop organisation by the Cadillac Motor Car Company has revealed some facts which are of especial interest at this time. Perhaps the most impressive feature developed is that, in a very large measure, the men who do the fine machine work on the Cadillac car have been in the employ of the company, and associated with each other, for years. In the Cadillac factory are 52 superintendents, department managers and foremen who have been continuously employed by the company for more than 10 years, many of them even 15 years or longer. There are 143 others whose service is between five and ten years. Practically all of these men, of course, are above the age limit for military service at least so far as the draft is concerned.

This list of 195 men contains the name of one who has been a Cadillac service for 20 years, one with an 18-year record, and the average term of employment for all of them, including the five-year men, is well over seven years.

In commenting on these facts, the company observes that "it would be possible to duplicate the mechanical equipment of Cadillac shops, but the 'know-how' factor—the man element—is beyond duplication."

"The man who has been engaged for five, ten or fifteen years in the specialised business of making tools or patterns, cutting gears, machining connecting rods or any of the multitudinous other functions required in the production of the car, has reached the point where the required processes, although highly specialised in themselves, have become second nature with him, and his interest is absorbed in the development of minute refinements."

Making The Autos Pay For The Roads

Some novel features will mark the five-thousand-mile highway system proposed for the State of Illinois. Conspicuous among them are the plan to build the roads especially for motor traffic and the proposal that the automobilists shall pay principal and interest of the sixty millions expended. This is to be done by adjusting the license charges to that end. A contributor to Engineering and Contracting (Chicago) notes that road-building has been financed in the past, first by personal labor with the alternative of a poll-tax, and later by a tax on adjoining property. This latter plan, he says, was quite satisfactory as long as the property-owners who paid the highway taxes obtained the major benefit from the roads which these taxes made possible.

But: "The growth of automobile traffic has injected an entirely new element into the situation, not only because of the creation of a large body of highway-users who are not owners of real property, and who therefore have not contributed in proper proportion to the cost of constructing the highways, but also because the use of the improved highways has become very largely a matter of recreation rather than of business."

"With due regard to the efforts which have been made along this line by the State of Maine, it has remained for the State of Illinois to present the first comprehensive scheme of highway construction based on a complete abandonment of the old methods of financing highway construction (the poll-tax and the property-tax) and to propose a new adjustment of the burden of construction and maintenance costs, the distribution of this burden being made through a graduated license fee collected from all motor-vehicle users. Of course, the automobile license is nothing new. But the use of license as a means of collecting the entire cost both of constructing and maintaining a large highway system is new and deserves the careful consideration and the thoughtful study of all who are interested in highway development."

"Under present-day conditions, a State highway system is, above everything else, a vast recreation system. Future development may change this aspect of the matter more or less. The truck may be developed to a point where it will convert State systems into freight-traffic routes. However, this contingency is fully covered by the provisions for making truck-owners pay liberal license charges."

"In passing it should be noted that Illinois, very wisely, proposes to retain the old system of property taxation as a means of raising funds in excess of those raised by the poll-tax, in so far as the old system applies to the smaller governmental units. Moreover, a portion of the motor-vehicle license money may be used as State aid on local roads, though the proportion is relatively small, as, in justice, it should be, for the local roads differ from the roads on the State system in that they are largely built to meet the demands of business instead of the demands of pleasure-seekers."

MOTOR MECHANICS FOR WAR'S DERELICTS

How Canada Is Solving The Problem Of Educating Returned Soldiers In New Vocations

(By U. M. Gladish in Motor.)

An able historical observer once ventured the opinion that the principal effect of the great Marlboro's magnificent victories was to fill the city streets and country lanes of England with beggars. The continuous wars of medieval Italy begat a race of beggars, which has lasted unto the present day, as tourists who have traveled through that happy land will testify. Napoleon filled all Europe with beggars in the course of his meteoric career.

All of which simply goes to show that the governments of the past were not only profoundly ungrateful, but extremely short-sighted. The life of a soldier is quite likely to unfit a man for again taking up his accustomed pursuit after the campaign is over. Physical disabilities begotten of war and psychological changes frequently operate to prevent the ex-soldier entering his former line of work. In those days it has been the pleasing custom of nations, when these derelicts of war came drifting home, simply to pass them on into civil life again, all unprepared for meeting the changed conditions that would confront them.

Happy nations today are less callous or less wasteful. It has begun to be realised that the most valuable asset of any country is a productive citizenry. Not one of the nations at war purposes to permit its old soldiers, no matter what disability they may labor under, to drift off into beggary. These men who are unfitted by physical or mental conditions, due to their service from returning to their accustomed employment, will be carefully trained and educated for new work, which will provide them with honorable livelihoods.

This is a side of war work with which America is not yet familiar, but which is destined to assume increasing importance as the country's participation in the actual fighting broadens. Up in Canada, they are already wrestling with this problem and the Dominion's efforts at a solution are not only interesting today but will be valuable a few months hence.

From our own particular point of view, the remarkable fact in relation to the work of the Military Hospitals Commission, which is charged with educating returned soldiers for new lines of activity, is the fact that ninety per cent of the Canadians who return from the front, unable to pursue their former occupations, are asking for a course in motor mechanics.

The truth is Tommy is fed up on walking. He has tramped all over France and England and he's done with "hoofing it," he wants to ride for the rest of his days. He knows little about the mechanism of a motor vehicle, but the idea of sitting in a closed car, bolstered up with fourteen-inch upholstery and his foot on the brake, makes an appealing picture to his mind's eye. A brief interview with the authorities of the Military Hospitals Commission serves to convince the observer that the request for courses in motor mechanics is far in excess of any need for chauffeurs and repairmen that Canada is likely to have for many years to come. The Dominion would have to be completely motorised to give jobs to all the hopeful applicants who apply for the courses.

This interest is manifest not only by men who are forced to learn new trades through actual disabilities of some kind, but by those who have worked for years at other trades entirely unrelated to automobilism. Any number of men with skill in another line to net them good money are anxious to throw it over and take up motor mechanics.

A small proportion of the men returning from the front, estimated to be slightly under ten per cent of all convalescents, are so disabled that they cannot return to their former occupations. A definite procedure is established for ascertaining just who these individuals are and what method may best be employed in each case for training the soldier for a new line of civilian employment within his capabilities. This procedure is known as vocational re-education.

Vocational training, however, is carried on for the other ninety per cent as well, though for an entirely different reason. Idleness and institutional life are not considered by the medical profession to be conducive to rapid recovery from injuries and are held by psychologists to be detrimental to a man's character. Accordingly some useful and interesting occupation has to be supplied in the convalescent homes to offset these conditions. Vocational training has proved to be a happy solution of the problem and it is with no aim of teaching all returned soldiers new trades that it is carried on, for obviously if a man can go back to his old occupation he is a great deal better off than is one who is compelled by his injuries to turn around and face a totally new industrial life.

Motor mechanics have been employed as instructors for both classes.

Garage workers, chauffeurs, vulcanisers, etc., have been graduated from re-education classes, but hundreds of other soldiers have seized the opportunity during their convalescence of learning what they could about gasoline engines and automobiles generally. As information it is just as useful to the amateur motorist as to the professional.

There are at the present time, 550 returned soldiers being given vocational re-education in motor mechanics in sixteen institutions throughout Canada. The number of instructors is twenty-five.

Many other convalescent soldiers are receiving the benefits of vocational training classes in motor mechanics. The 550 have been individually assigned to that course by Disabled Soldiers Training Boards, because their injuries prevented them from returning to their former trades but were not such as to hamper them in the particular branch of motor mechanics taken up. The decision to give each man this course was made by a medical officer who is competent to survey the man's abilities and disabilities, an experienced vocational educator, and a representative of the industrial community familiar with employment conditions in the motoring world. These three individuals constitute the Disabled Soldiers Training Board, so it will be seen that the element of chance does not enter into a man's gravitation into the motor industry. No man, of course, would be urged to go into that occupation if it were contrary to his tastes and inclinations, otherwise he would be a failure at it.

Employers at first were dubious of employing the returned soldiers, but those who have tried them have gained more, and the recommendations which they give the veterans are glowing.

The greatest victory over prejudice which has come to the notice of the vocational officers, concerns an employer of a large number of men in one province who took fourteen returned soldiers into his shop with the acknowledged misgiving, but willing for patriotic purposes to give them a trial. They made good to the man.

Reports from Nanaimo, Prince Rupert, Victoria and all the smaller British Columbia cities and mining districts are in the same strain, and there is growing evidence in every section that the province which turns out heretofore a large number of men to the service of the country will reap a great reward in a returning army of skilled artisans to take place of a great number of unskilled laborers.

The Unit of the Military Hospitals Commission Command, out in British Columbia, where fiction writers send all the black sheep to work out their salvation, the records of the vocational training schools for returned soldiers, run under the direction of the Commission to fit the disabled men to return to profitable work, show that only twelve out of the 1,500 men who have passed through the schools in the unit have failed to make good, and of these five failed because of the recurrence of their disabilities.

After the Canadian system of vocational training had been established long enough to begin showing results, a new need became evident, which was the job for the graduates. The result has been the inauguration of industrial surveys, which will give the authorities an exact knowledge of the demand for all kinds of labor and an indication of positions open to men partially disabled.

The work of making the industrial surveys has been placed in charge of Gerald A. Boate, who has returned from the United States for that purpose. Mr. Boate conducted certain phases of the industrial survey in this country in connection with the expansion of our war industries, so that he is peculiarly fitted for his present task.

Up to the present time the industries of Montreal have been completely canvassed by Mr. Boate and his assistants, who know exactly when and how many of their re-educated men they may hope to place in that city. The surveys of Toronto and Ottawa are under way at the present moment and canvasses of the other large cities of the Dominion will follow at an early date.

Incidentally the Ottawa canvass is being conducted by two returned soldiers under Mr. Boate's direction.

These surveys serve a double purpose. Not only do they enlist the interest and co-operation of manufacturers and industrialists, but they also serve to point out lines of training for various special industries which may profitably be added to the present curriculum of the vocational training department.

As an instance of the remarkably thorough training which is afforded by the Dominion system, it may be interesting to examine in detail the work done by one class of returned soldiers, which graduated from the motor mechanics course at the University of Saskatchewan a few weeks ago.

This class was in charge of Professor A. R. Greig, who is authority

for the statement that the ex-soldiers are now thoroughly qualified motor mechanics, whose services any organisation may well be glad to secure. A glimpse of two automobiles that these men have reconstructed from a couple of vehicular derelicts that were wending their way to the junk-heap is convincing proof of the essential truth of this statement.

The course in motor mechanics through which these men passed comprised mathematics, mechanics, heat, electricity, types of engines, blacksmithing, pipe-fitting, insmithing, machine and shop fitting, automobile and tractor repairing.

The returned soldiers spent hours on shop arithmetic, including fractions, percentage, ratio and proportions, square root and all the other mathematical processes which took the joy out of our childhood lives. After a thorough exposure to this, the ex-military students went into mechanics and studied about levers, screws, block and tackle and various other mechanical contraptions. They learned many hitherto undreamed of things about friction and lubrication during this part of the course.

Then followed a study of heat and heat engines. It took a long time for fingers skilled in trench work to figure out the thermal efficiency of steam and things relating to the internal combustion engine. The study of electricity involved a number of hard lessons. The soldiers became familiar with ignition apparatus. They learned that it is not policy to connect primary and secondary coils in series. They learned that magnets hold magnets that come in handy in picking up nails as well as playing an important part in producing the "juice" that makes the spark. They also learned that dynamo do not necessarily contain dynamite, and they devoted considerable attention to the care and management of batteries. In studying the types of engine the soldiers entirely rebuilt an engine. One of the implement houses donated the big parts of the power plant and the men made the small parts themselves. Of course they studied the operation of engines. They made a special study of economy tests on the engine that they had built. They have more than a working knowledge of cylinders, pistons, valves, connecting rods and fly-wheels.

Having got so far the soldiers rolled up their sleeves an inch higher and tackled blacksmithing. Forges and anvils were installed on the ground floor of the engineering building and the ringing blows of the smiths were added to the noisy puffing of the gasoline engines. The men hammered away vigorously, flattening the glowing red bolts and welding iron and steel.

The course concluded with a taste of automobile and tractor repairing. It was here that the men rebuilt two ancient automobiles as successfully as they had remade the engine. The result of this latter effort is the addition of two surprisingly efficient-looking motor trucks to the equipment of the school, an achievement that would seem pretty well equal to a diploma in motor mechanics for the energetic ex-soldiers of the Empire.



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Company's Test Fleet Piles Up Huge Mileage In Cross-Country Runs

More than one million miles represents the combined distance travelled by the tires on the test cars of the B. F. Goodrich Rubber Company fleet since leaving its base at Lima, Ohio, last December. This mileage figure is equivalent to two hundred trips from New York to San Francisco, and was amassed by the sixteen Goodrich test cars on the highways and lanes of Kentucky, Tennessee and Alabama.

The fleet, made up of cars of all sizes and makes, is operating out of Nashville, Tenn., for the winter months. Under normal conditions the section of the South explored by the Goodrich cars has only two or three snows a year, which blanket the roads a few days and then disappear. This season, however, the cars encountered repeated snows, forcing the fleet to suspend operations for three weeks.

Despite adverse conditions the testers have driven their cars day and night for a total of 250,000 miles. The cars stationed at Nashville consume 3,000 gallons of gasoline a week. By running two crews of drivers day and night each car is able to make 320 miles during the twenty-four hours. The experts in the Goodrich factory are thus enabled to study them and keep pace with the increased demands made on tires.

Maxwell Truck Making Tour Of America

Harry J. De Bear, manager of the Maxwell retail branch, has sent the Maxwell truck which made a demonstration run under A. A. A. sanction on a trek of the Union. The truck left New York over the roads immediately after the New York show, has travelled to Detroit and Chicago, and now is in Los Angeles. It will travel from San Diego to Seattle and then will return eastward, getting into New York some time this summer.

De Bear has arranged for the truck to visit every large city in the United States. It is to travel overland both ways across the continent and then will make two or three trips up and down. The truck in its travels is in charge of Parke C. West, who supervised the test run of the truck from New York to Jacksonville, Fla., last December.

ITALY'S MOTOR EXPORTS SHOW LARGE INCREASE

Big Growth In Shipping Of Lorries In 1917; Touring Cars Fall Off

During the first ten months of 1917, the Italian motor manufacturers exported 7,916 lorries and 614 touring cars. The figures show an amazing growth in the exportation of lorries, for during the first ten

months of 1916, there were exported 4,174 lorries, compared with only 1,813 in 1915. The number of exported touring cars has steadily decreased, dropping from 2,266 in the first ten months of 1915 to 762 in 1916, and 614 in 1917. The total, however, is a great increase, and the value of the exports have risen 122 percent in two years. About 80 percent of this export business has been done by the Fiat Company, of Turin. While exports have increased, imports have decreased, the number of cars and lorries being 386 in 1915 and only 251 in 1917, according to official figures issued by the Ministry of Finance.

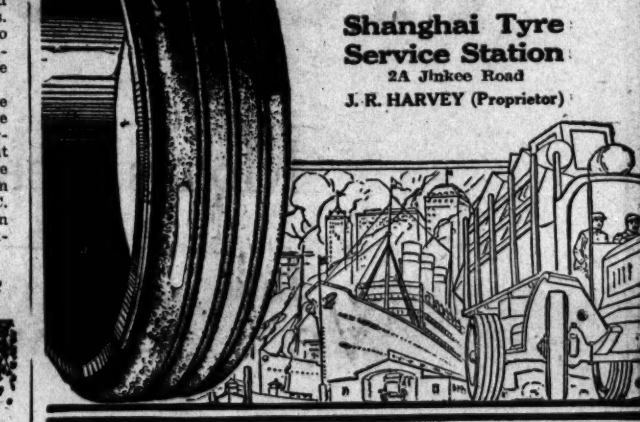
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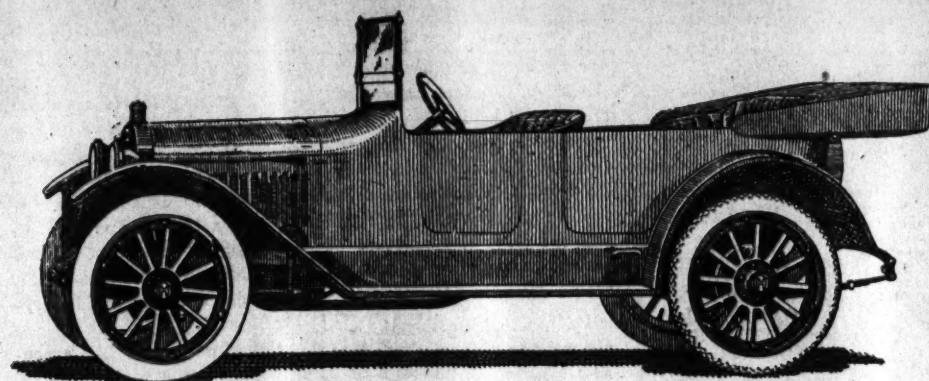
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Health. Beauty And The Home

Getting Perfect Balance

By Lina Cavalieri, *The Most Famous Living Beauty.*

TO be beautiful a woman's figure must be harmoniously developed; therefore, every woman should endeavor to secure a perfectly balanced body in all its parts. I myself take my morning exercises regularly after my bath. I wear as few clothes as possible; the lightest of hose and sandals or slippers and keep the window open for fifteen or twenty minutes. Meanwhile I breathe slowly and deeply in perfect time with the exercise.

An easy but valuable exercise to maintain a slender figure is to stand erect in the position taken by a diver,

with the hands held together high above the head. Then bring the arms forward slowly until the fingertips are touching the floor.

Next to stooping, twisting the muscles of the back is a good exercise for strengthening it. But let this twisting be slowly and gently done, or this will be one of the instances in which the remedy is worse than the disease. Violent exercise will only make the muscles weaker and cause a more severe ache, and possibly a severe injury by wrenching them.

This is the best method for twisting. Lift the arms slowly above the head, with the elbows unbent. Then slowly turn the body to the right,

resting its weight on the left leg. Swing the body around, keeping the arms above the head, but shifting the weight to the right leg. This is a most valuable exercise, for it contorts the muscles, causes a supply of blood to flow through them and by this they gain strength.

As a rule, round shoulders are the sign of weakened muscles. Or the appearance of round shoulders may be given by a too great accumulation of fat across the shoulders.

A good exercise to correct this is a simple squaring of the shoulders, drawing in, at the same time, lungs full of air. Push back your arms so that the forearms are on a level with the waist and the elbows are pushed

as far back as possible. By a gentle sawing motion move the elbows forward and back. This causes a rush of blood to the muscles surrounding the shoulders, and nourishes the muscles which you are exercising and banishes the fat cells.

Sweeping is an admirable exercise. It gives a variety of activity by causing several of the least used muscles to stretch and contract. Sweep vigorously and thoroughly and you will soon feel a rejuvenating rush of blood to the muscles surrounding your shoulder blades. It will also cause you to bend your body at the waist, thus strengthening these muscles which are weak in nearly all women.

Why Your New Dress Should Be Made of Silk

SILK dresses are no longer a luxury; but wool ones are. Moreover, silk is much cheaper than wool, so don't buy wool for that new dress. Wool can be used by the army. In fact, they can't seem to get hold of enough material of this sort to make suits for "our soldier boys." So, surely you wouldn't dare think of that pretty wool serge you saw the other day and out of which you had planned to make such a lovely new Spring suit.

But it needn't cost you a single pang to give up that dress, and even if it did, no loyal woman would hesitate because of the sacrifice involved. Do you know what Secretary Baker said recently about women and the war? Here are his exact words: "If all the women in America to-night were to stop doing the things they are doing and making the sacrifices they are making to the conduct of the war, we would have to withdraw from the war."

Could you regret that wool serge after that? Anyway, there are beautiful designs this season in silk, which is truly one of the loveliest and most serviceable of fabrics. This material didn't "just happen" either, but is manufactured from the fibre produced by the

silk-worm, which is something like our ordinary caterpillar in appearance.

This little insignificant worm does its work so perfectly that no spinning is required. If you could get a piece of this fibre and place it under a microscope, it would look like nothing so much as a luminous crystal thread. This catches the light in a thousand myriad reflections and gives that marvelous sheen to silk which makes it so dear to a woman's luxury-loving soul.

China, of course, had a century old monopoly upon silk, but it was finally brought to Europe, and later a number of unsuccessful attempts were made to introduce the silk industry into the United States, though it has not yet been found feasible, except in isolated sections, because of the large amount of cheap labor required for such a short time during the year.

How many of you really know how this silk is actually made? The process is really a most wonderful one and shows that there are still many things left for the inventive genius of man to accomplish.

During the month of May the eggs of the moth are hatched—just in time to feed on the fresh green leaves of the mulberry tree. A single horde of about five hundred little caterpillars

are fed indoors, where they eat solidly for a month or more, until they have grown to about three inches in length. Then they begin to cast their skins; after which comes another period lasting about four or five weeks.

Presently they become lethargic and crawl out on some convenient twig and start spinning their cocoons. A thread-like substance, resembling glue, now issues from two small openings in the head of the worm. This is the material from which the silk is made. It is so glutinous in construction that it sticks close together and forms a single thread.

By moving its head about the silk worm wraps this thread around its body, wrapping from the outside inward, until it is finally completely enclosed in this soft, silken blanket. Then it does just what you would like to do under similar circumstances, it closes its eyes peacefully and goes off to sleep.

If it was left alone it would not wake up for two or three weeks, when, presto, it would emerge a lovely, transparent white moth! But this doesn't happen, because the silk-worm must never be allowed to wake up if the silk fibres in the cocoon are to remain uninjured.

If the cocoon is permitted to burst out or to burrow its way through its wrappings, then the

silken threads are mutilated and are no longer valuable commercially. Only a very small proportion are allowed to come out naturally. These will serve as a nucleus for next year's crop. The remainder are stifled in a hot oven as quickly as possible.

When this is accomplished the exterior coverings of the cocoons are removed and placed in hot water. This softens the gum that is in the silk in such a way that it can be wound off on reels. A single one of these cocoons doesn't make two or three feet, as you might think, but often spins as much as a thousand feet.

Of course, the removal of the natural gum, which is done by boiling in strong soap-suds, causes a considerable loss in weight, but this is more than compensated for by the beautiful tints acquired by the silk in the process.

Sometimes mercerized cotton is so successfully treated that it presents a very good imitation of silk, but the discriminating and careful buyer will not allow herself to be deceived by this substitution, because a genuine silk will not only wear better, but it will look better and can be made up in charming effects for a dainty and enticing boudoir gown, a snappy little street suit, or a beautiful and attractive evening dress.

Beauty Questions Answered

HOW can I rid my skin of an excessive amount of oil?—M. M.

Here is a very simple remedy, but you must use it sparingly, for the action of one of the ingredients is to make the skin exceedingly dry: Rose water ½ wine glass
Ammonia 5 drops

I HAVE been using iodine to stop the spreading of a bald spot on my head. What is your opinion of this remedy and what do

you recommend as a hair-restorer?—C. M. M.

If the root of the hair is killed there is no "hair restorer." If when the hair falls out there is still some vitality in the root, the hair may be saved by the application of a mange cure. Carbolic acid, creosote and polysulphides of lime have been found very efficacious for this purpose. Iodine may be also, in so far as I know. It is a fine antiseptic at least. You will be able to determine from your own experience in the near future whether iodine has proved successful as a hair restorer.

WHAT can I do to fill out a thin, scrawny neck?—LUCILE.

Those hollows in your neck can best be filled out by a diet of nourishing food and a regular system of outdoor exercises. Massaging the hollows nightly with the following cream will also be found highly beneficial:

Oil of sweet almonds. 6 ounces
Oil of bitter almonds. 20 drops
Balsam of tolu. 1 dram
Essence of orange. 5 drops
Essence of cajuput. 5 drops

A Prince of Good Fellows Is the Onion

TOO long has the onion been looked upon as a plebeian. In truth, it is the aristocrat of the vegetable world. But beyond attaching to it a certain value as a condimental necessity, the onion has not been properly appreciated except by the very few. Not only does it serve as a most excellent Spring tonic, but there is bound up in its crisp heart a considerable amount of valuable tissue-building material in the form of proteins and mineral salts.

More than that, the onion has an extremely high starch content, thus making it a most valuable food for workers because of the heat and energy it gives off. Moreover, its bulk is a wonderful aid in digestion, and for this reason alone should be assiduously eaten despite its somewhat malodorous reputation; a reputation that is to blame for much of the unpopularity of this delectable and truly stimulating vegetable. Aside from this single drawback, the onion may be regarded as one of the most nourishing and healthful of the new Spring vegetables.

Are you feeling weary and languid when you get up in the morning, and is your appetite capricious and uncertain? Then you should try a raw onion sandwich, which is a most delicious and appetizing dainty.

Not for a breakfast delicacy, perhaps, but as a light lunch suggestion in the middle of the afternoon. A large Bermuda onion is best for this purpose, because it is not too biting in its effects on the tongue. Even a mild Spanish onion will not make your eyes "weepy" or induce you to burst suddenly into tears without any apparent rhyme or reason.

Butter two thin slices of bread and place several medium-sized slices of onion, duly salted and peppered, between these layers. The addition of a fresh fried egg placed immediately on top of the onion slices makes this sandwich a perfect dream in an epicurean heaven.

There are countless other ways in which the onion may be utilized with advantage on the family table. And there are a sufficient variety of onions for every purpose, too, because we have the little known shallot, the Scotch leek and the prime favorite of the Italians—garlic and chives. Besides these there are the familiar brown and white onions and the already mentioned Bermuda or Spanish onion.

No ban has been placed by the Food Administration on any of these, and the prices are low and the supply plentiful. If more housekeepers would come

to realize the many delicious ways in which the onion may be served, its use would surely become more general.

Creamed onion soup is one of the most savory that can be served to a hungry man; while a dish of plain boiled ones, so tender that they actually melt in the mouth, makes a dinner that is truly fit for a queen, especially if they are served with a rich cream sauce, so tasty and appetizing that it but whets the desire for more.

Another good way to prepare onions is to boil them in a covered casserole, advises Dorothy Marsh, writing in the Good Housekeeping Magazine, because this helps to retain all their characteristic flavor. Then, too, onions can be stuffed in a great variety of ways. When combined with a cream sauce or bread crumbs many kinds of meat, oysters, nuts, cheese and shrimp can be thriftily utilized to make most excellent stuffings.

To do this properly the centre of the onion should be scooped out, and the hollow shells filled with whatever mixture is desired; the top sprinkled freely with bread-crumbs and the whole baked to a delicious brown. This tender centre that is not used in the main dish, can now be chopped fine and added to a fresh salad.

A Woman's Warbrobe in Relation to the Home

EVERY woman wants to dress becomingly, and every woman wants to beautify her own home. These two desires are very closely interwoven, because a woman's taste in her dress determines to some extent her taste in selecting the proper furnishings for her home.

For this reason, declares E. McGlaulin, an expert on home decoration, a woman's ability to dress herself in harmonious colors is a valuable one. The power and skill necessary to originate an intricate and artistic design and a technical knowledge of color-blending are worth a great deal to any woman, but the ability to apply this knowledge later to the decoration of her home and to the selection of her own wardrobe is of vastly greater importance.

The majority of women must plan their own wardrobes, if they do not have to make every garment therein; and most of us elect joyfully to choose the furnishings of our own homes in preference to letting any one else do it for us.

During the earlier and more primitive days clothing was first designed merely as a covering or a protection to the body, but during the present time it has come to mean much

more than this. Dress is now taken to be largely an expression of character. It reveals unerringly a woman's possession of taste or lack of it, and is a good standard by which to judge of the discrimination and culture of the individual.

In the selection of clothes we must take into consideration not only their beauty and becomingness, but we must know their relation to health, comfort, fitness, color and style. The average woman cannot afford to plunge in boldly and buy a taupe colored dress because taupe happens to be a color that is all the rage, especially when her last year's hat, which she must have made over to wear with it, happens to be blue or brown. She must be sure to consider carefully before purchasing anything that her various garments all "match" properly, or, at least, can be made to do so.

Nor should she follow after the most extreme fancy that happens to be in style, because this is likely to last only a very short time, and her new suit or hat will quickly become out-of-date or old-fashioned in shape. The first consideration should be health, and the next comfort—two things which women do not take into consideration as often as they should. But

high above either beauty or style should come neatness and cleanliness.

"A soiled collar," says Miss McGlaulin, "hooks, eyes and buttons missing, gloves out at finger ends, shoes dusty and unpolished, braid hanging from the skirt, the waist and skirt separated, are all accidents which may befall any one, but are most deplorable when they become chronic."

After one's clothes are put on properly then it is essential that a well-dressed woman should become, as far as possible, entirely unconscious of them. This should hold true not only of herself, but of the clothes of other women. It is the height of bad manners to stare rudely or inquisitively at other people's clothes. Such conduct marks one as belonging unmistakably to the bourgeois class, and lacking in both culture and true delicacy of perception.

Shakespeare wrote, "Costly thy habit as thy purse can buy," and the advice is especially appropriate to-day, because true economy does not consist in buying cheap or shoddy material. One dress made of first-class material will wear better, look better and, in the end, cost less than several dresses made of cheap stuff.

This is also a principle that applies to underwear as well.

Select the colors carefully and look patiently to find just the style that looks well on you; what looks well on one woman may look hideous on you. Stout persons should avoid plaids or trimmings that go around the figure; the tall one should place a strict taboo on strips going up and down. The lines of a garment are especially important to any figure that varies in the slightest from normal proportions. Belts should never be worn in such a way as to divide the figure into an upper and lower section, but the whole should be made to blend into one single garment.

And lastly, particular care must be given to the selection of all dress accessories. The shoes, hats, gloves and neckwear must be harmonious and, above all, most suited to bring out the best points of your personality.

In this way you are not only learning to dress yourself with taste, but you are training your eyes and cultivating your discriminative sense so that you will be enabled to select instantly just the right colors and furnishings to make your home as it should be—a perfect reflection of your own individuality.



"Bring the arms slowly downward until the fingertips are touching the floor."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIOS

SHANGHAI, SUNDAY, MAY 26, 1918

FRANCE WANTS U.S. ATHLETES

Clemenceau Cables Y. M. C. A. To Rush Men Over To Act As Coaches

WOULD TRAIN THE POILU Value Of Mass Sports For Troops Seen By French Premier

New York, April 14.—Premier Clemenceau has cabled the American Y.M.C.A. to rush athletic directors to France as soon as possible to teach the French soldiers mass athletics. The enthusiastic participation of the American troops in all sorts of sports has aroused the interest of the officers of the Allies, and both the French and the Italians are anxious to interest their soldiers in similar physical recreation.

Dr. George L. Fisher, who is supervising the recruiting of Y.M.C.A. athletic directors, said yesterday that the association was making a drive to recruit 130 former athletes at once to carry on the work in France among the American soldiers. It is also planned to send fifty athletes a month to the French and Italian forces. A large squad of athletes who are ready to sail will confer with Dr. Fisher this afternoon at Garden City. The experience of the British in cultivating sports among their troops in the field has convinced the American, French and Italian commanders. It is said that athletics should be regarded as a most important part of military training, and just as necessary for the morale and esprit de corps of a body of men as bayonet exercises or drills. "This war is giving us an opportunity to make a nation of athletes," said Dr. Fisher. "What the army needs for victory in the mass consciousness and good, clean sports supply it. We have discovered that not only do the men in the trenches take to the major sports like football, soccer, baseball, wrestling and boxing, but group or mass games played in gymnasiums are very popular. Volley ball is in great demand. Thus we expect to give each soldier the benefit and pleasure of participation in such games so that instead of being 'champions' in this or that sport, we shall build them all up in vigor and agility."

"We contemplate organizations at 1,500 different points within the American lines in France where every soldier, away from the rigors of the trenches for breathing spells may recuperate by means of all the sports so dear to the heart of American youth. One hundred of our athletic directors are already at the front, and their work has met with the highest endorsement of United States Army commanders."

Golf Helps Win War

New York, April 14.—One of the novelties of the year undoubtedly will be the series of matches to be played by the experts of golf throughout the country in the interest of the Red Cross. Plans for these events have been perfected in the last few days by officials in Washington working in conjunction with the golf officials and now it is assured that there will be a most continual exhibition of the ancient sport by all of those capable of showing its intricacies. The first of the exhibitions will find Jim Barnes and Walter Hagen, the two leading professionals of the country, pitted against Jack Hutchinsou, Chicago's most able professional, and Chick Evans, the national amateur and open champion. They are to start the exhibitions in the West. Following this first fourball match there will be matches in which all of the leading lights will take part.

There is to be a record kept in all the matches and the victories scored on a point system, so that by the end of the season it will be possible to tell what players have led. The women of the country are to have a big part in the exhibitions, and among those who are expected to take part are Miss Alex. Siding, the national champion; Miss Elaine V. Rosenthal, former Western champion, and Mrs. William A. Gavin, the Metropolitan champion. As a substitute for the annual affairs of golf, these affairs may gain great prominence, since it is the intention of interesting the best local players everywhere in the country and pit these players against those of national importance who may visit the different sections of the country. New York can expect to have many big exhibitions this season.

The Directors of the Western Golf Association have adopted a resolution permitting the 250 golf clubs in the association to offer Liberty Bonds and Thrift Stamps as prizes during the war without affecting the amateur status of the contestants. Heretofore it was always considered that playing for money prizes made the player a professional, but the action of the Western officials seems far-sighted in this case. The Western body estimates that \$100,000 will be spent by golf clubs in that association for Government war securities. Other golf bodies may adopt this rule from the West without fear of being laughed at.

Rainy Day Chatter

By Domino

The clerk of the weather has been wonderfully considerate of late to Shanghai folks. He evidently knew how keen we all were on the races and therefore gave instructions that race days should be "Dry." He did allow a couple of wet days to revive the couple of blades of grass upon the grass course and this made things ever so much nicer on the "off day." Judging from the number of people who lost money, quite a number will have to go dry until the next meeting.

During the last week we have had the Red Cross Drive and the smiling sun has had the effect of making many folks buy a stamp. I hear you ought to stick a stamp on everything and stick it on yourself. The ladies are contemplating stamps instead of beauty spots. Then Old Sol is evidently an Imperialist. He came out strong on Empire Day and the only thing approaching wet on the Britisher's holiday was the club bar.

But the Clerk of the Elements forgot his role yesterday. We had arranged a tremendous program. At Kiangwan a fine race card had been drawn up. The Race Course was going to be crowded with lawn bowlers, tennis enthusiasts, polo punters and at least two cricket matches were scheduled. The S. C. C. v. the Police and the S. R. C. v. the B. A. T. Then the Americans had planned a great drive—a motor drive at that—and their speakers had made the most impressive appeals at every public function for days past. "Send your automobile, if you have one," was their cry. But they forgot to address the Clerk and evidently he got piqued and so races, games, the Public School Sports, The Great Drive, The Red Cross tea were all off. "This race is pity and pity 'tis 'tis true." So we had to put aside the hat and leather.

The Red Cross Motors couldn't get together. And no one lost or won. For the races weren't run. The fault lies with the guy who works the weather.

The Special Constables are having a great time in training. They are learning all sorts of holds and can now do anything from a scissors hold to a bunny hug. It has not yet been decided, as far as I know, whether they will be armed with white sticks or whether a special brand of boat will be served out. Motor cars will not be allowed while on duty. This privilege is monopolized by the Electricity Department. I am quite looking forward to seeing some of our "Fabs" and a few young bloods chasing ricksha coolies and collaring the tin plates from their two wheeled vehicles.

If you should need an up-to-date smart hobby, And wear a belt and armet really nobbly. Then send along your name To McEuen—You'll win fame. As a "Special" type of "Constable"—A hobby.

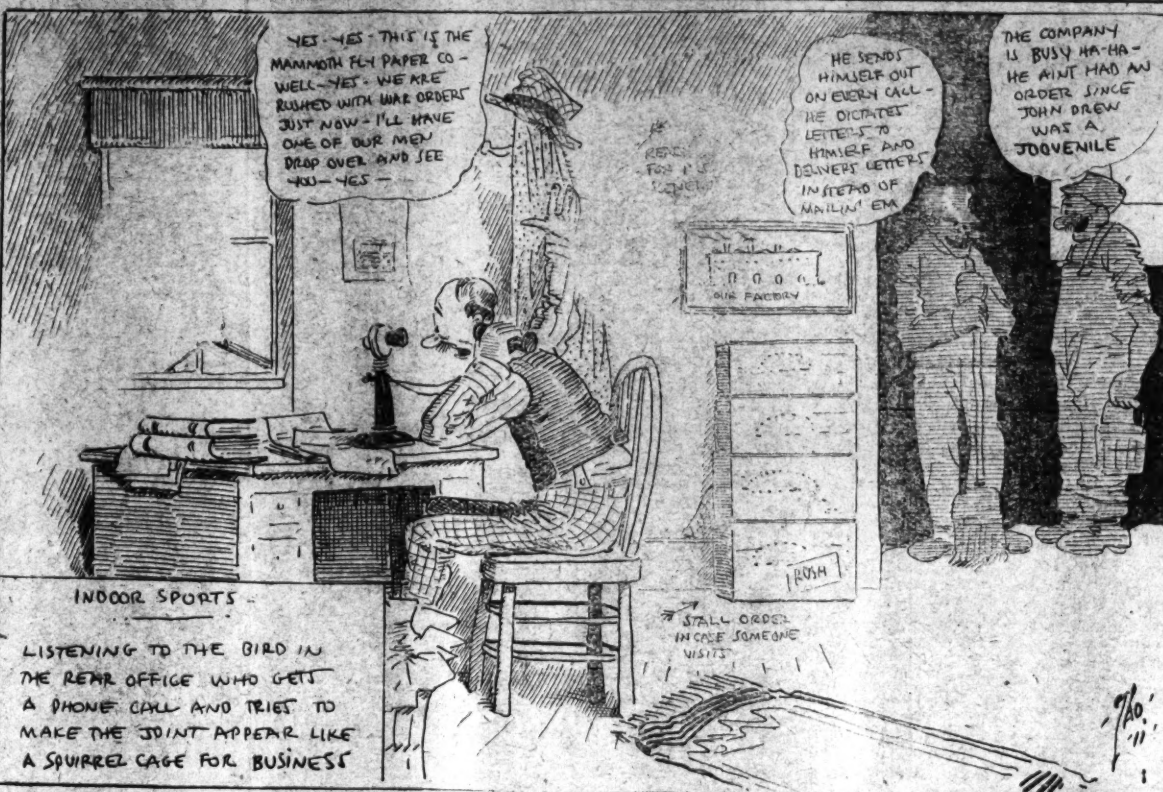
People are beginning to wonder if there really is any money left in Shanghai. What with Tanks and Stamps, and shows and fairs, and cases and races it would seem that we have been squeezed to a turn. As a matter of fact, there's lots still coming in, and as the Lord loves a cheerful giver there are many only too pleased to be loved. Goodale is ever ready to receive contributions to the China and Japan War Savings Association. It's a pretty good thing too. You save, you help to save your country; your money comes back plus interest, and Hindenburg is driven back with interest. Then the Liberty Bonds prove a great attraction. Every dollar invested makes liberty more assured and severs the bonds of tyranny. So it is up to us all to get rid of our idle money and let it get busy.

I went to "La Fille de Madame Angot" last Thursday and thoroughly enjoyed it. The music was delightful. I have been whistling it in my bath since then. My stable companions have been very annoyed. They tell me that if the music is anything like the stuff I put over they are determined not to go. But that is pure jealousy. As a matter of fact the show will be repeated simply because it has proved itself to be an artistic triumph. Next Tuesday the opera will show for the third time, and I hear that extra performances are sure to take place.

Mr. Lemiere has certainly put up a wonderful production and the way things went last night before a big house is a sure sign that the public is more than satisfied. All proceeds are in aid of war funds, and you get lots of good things for your money, so it is up to you to see the show. Act 2 is great and in itself is well worth the money you pay at the door.

The boys of the Cathedral School have been challenged to a great match next Wednesday afternoon, when they will play the Governors. Most of the well known talents will turn out for the game and both sides are confident of winning. I hear that Dr. Pratt is getting the team together, and that he has already included the star of last Monday's game—the Dean Roman, who plays like a trout with the bat but at present the full team has not yet been settled. Anyhow it is going to be a great game and the boys will win. Wait and see.

INDOOR SPORTS



SAMPAN WATER POLO AT H. N. L. REGATTA

Race For Sailing Sampans Will Also Be Held June 2; Special Train Announced

A race for sailing sampans and a sampan water polo match will be held in connection with the annual regatta at Henli Sunday, June 2. Mr. E. T. Byrne is in charge of the entries for the sailing sampan race.

The Midlet Yacht Club and Rowing Club teams will meet in the sampan water polo match. Henli is the only place in the world where this event is held.

Through the courtesy of the Shanghai-Nanking Railway, a special train will leave this city for Henli at 8.30 o'clock on the morning of June 2. Persons desiring to reserve houseboat accommodations for the regatta are requested to send their names to Mr. E. A. Erlison, Honorary Secretary.

Baseball Today? Who Knows!

There were wild rumors afloat last evening to the effect that there would be a baseball game today. This sensational report, however, could not be confirmed. Mr. Bunn, head of the Club, was still hibernating and the captain and manager for the almost waning season are still a radiant but nebulous prospect. The Sunday games used to start at 3 p.m. and should it so happen that there should be such a thing as a genuine session of the pastime today, it will presumably be called to order at that hour. This presumption, however, is not backed by any noticeable guarantee.

Yacht Club Cruise

The first Shanghai Yacht Club cruise of the season will be held this morning at 9 o'clock from Peking Road Jetty. The Commodore will command the fleet and yachts will follow in order of their seniority. All yachts will dress ship.

NEW YORK CRICKET

Twenty-five Matches Scheduled For Association New York, April 14.—Although hard hit by the war, which has taken away many cricketers from New York and Philadelphia, twenty-five championship matches for the season have been arranged by the New York and New Jersey Cricket Association, in which six teams will compete. These teams are the Staten Island Cricket and Tennis Club, Major Field Cricket Club, Bensonhurst Field Club, Bensonhurst Rovers, Columbia Oval Cricket Club, and Columbia Oval Rovers. In addition, there will be five intercity matches with Philadelphia to take the place of the Hall's Cup competition, abandoned for the duration of the war.

At the Theaters

One night a little five-year-old girl named Marie Osborne went to bed. She was unknown except to a privileged few. In the next twenty-four hours she had become famous. The Pathe Gold Reelster play, "Little Mary Sunshine," in which she was the star, had been shown that day in all the big cities of the country. Soon the vast world-wide organization of Pathe began to send her in round tin boxes to the ends of the earth, and the entire civilised globe took her to its collective heart. Her latest vehicle is entitled "Tears and Smiles" and is to be shown at the Apollo Theater tomorrow. It is a society drama with a punch and a comedy vein runs through the five reels. Pathe's British Gazette and a two reel comedy, "From London to Laramie," will complete the Apollo program.

Tonight Douglas Fairbanks will be seen at the Apollo in "Double Trouble" and the management announces that Mrs. Vernon Castle, the famous dancer, will feature "The Mark of Cain" beginning Thursday night. At the matinee today "The Worst of Friends," starring Weber and Fields, and "A Doctor Against His Will," with Max Linder, will be seen.

Mary Pickford, the world's foremost motion picture star, will be at the Olympic Theater May 31, June 1, 2 and 3 in the famous characterisation of George Sands' "Fanchon the Cricket," the five part Paramount which bids fair to rival even "Tess of the Storm Country" in popularity. Blanche Sweet is starring in a five part Paramount feature, "Public Opinion" at the Olympic this afternoon and tonight. A new Gaumont Graphic and "Love Strategy," a comedy film, rounds out the program. St. George's Gardens, Dubbling Well, will open Thursday evening, May 30, with a Charlie Chaplin program. "The Floor Walker," "Easy Street" and "A Busy Day" are the films announced for the opening night. This afternoon and tonight the five part dramatic classic, "Rose of the Rancho," will head the bill at the Victoria. "Col. Heeza Liar Married," the comedy and a Paramount pictograph will be screened. "Each Pearl a Tear" is also on the matinee bill today.

Three Chaplin films are to be screened at the Isis theater tonight. The comedian appears in "Charlie at Work," "Charlie at the Bank," and "Charlie Shanghai'd." Two Chaplin comedies will be shown this afternoon with the first episodes of "The Great Secret," a new Metro serial.

Episodes three and four of "The Great Secret" and episode 12 of "The Gray Ghost" will be the program at the Isis beginning tomorrow.

POLICE CLUB TO MEET

The Police Recreation Club will hold a meeting tomorrow afternoon at five o'clock when plans for the year will be outlined and appropriations for equipping the various teams made. The meeting is to be held at the Central Station.

S. N. R. Club Meets

The eighth annual general meeting of the Shanghai-Nanking Railway Recreation Club was held in the head office of the Railway on Thursday under the chairmanship of Mr. A. C. Clear, Vice-President of the Club. There was a good attendance of members.

The minutes of the seventh annual general meeting held May 25, 1917, were confirmed and signed.

The report of the committee and statement of accounts for the year 1917-1918 were put before the meeting. The Chairman expressed regret at the resignation of Mr. M. Y. Chung, through he was glad to note he was still connected with the Club as an honorary member.

After discussion of one or two points raised the Chairman proposed and Mr. D. P. Griffith seconded that the report and accounts as circulated be adopted. Carried unanimously.

The Chairman was pleased to be able to announce that Mr. C. P. Yin had accepted the Committee's request and was now President of the Club.

The following Managing Committee and Officers for the year 1918-1919 were elected: Messrs. H. Middleton, I. Tuxford, C. L. G. Wayne, W. O. Lancaster, D. P. Griffith, P. D. Sullivan, W. A. Richardson, F. A. Tappan, R. J. Giendinning, D. McKay, G. M. Kay, D. S. F. Chur, C. L. W. Bailey and Carl Jen.

It was decided, with regret, that the Club would not be able to raise a cricket team this season.

It was decided that the annual sports meeting would not be held this year.

Further discussion followed concerning the Club's grounds and membership. The Chairman then thanked the outgoing Committee for the work it had done during the year under review and proposed that a vote of thanks be made to the acting chairman, hon. treasurer, hon. secretary and the assistant secretary for all the time and trouble they had given to the affairs of the Club in their respective offices.

Comiskey Keeps Up Good Work

Chicago, April 13.—Ten percent of the receipts of all games played at the Chicago American League Park this season will be donated to the Red Cross. Charles A. Comiskey, owner of the club, announced tonight. Comiskey's contribution to the Red Cross last season was \$17,000. Jackies from the Great Lakes Naval Training Station and soldiers from Fort Sheridan have been invited to attend the opening game of the season here, Thursday, when the world's champions play St. Louis.

By Tad

U.S. TROOPS PLAY BALL UNDER FIRE

American Soldiers Go Through Nine Innings Despite Shrapnel Shower

AND DESK MEN ARE VICTORS Doughboys Bite The Dust Before Men From Adjutant's Office

What was probably the first ball game to be staged by the A.E.F. within home-run range of the Boches' guns, with Hun aviators occupying dead-end seats in the sky, and with shrapnel splinters and other delicate offerings taking the place of the pop bottles and straw cushions that usually wend their way upwards in the course of an exciting contest, took place the other day somewhere along the western front where a certain infantry regiment was resting in between spasms of sliding into Fritz's spikes first. The game is reported in one of the first issues of the Stars and Stripes, published by the soldiers back of the firing line.

There were no peanut shells chucked around the lots, but there were a lot of other kinds of shells, and all served hot. There weren't any hot dogs, but up in the sky not far off were a bunch of sausage balloons that almost looked the part. What score cards there were the artillery observers kept. In fact, they recorded some near hits from anti-aircraft guns within 200 feet of the diamond.

But that didn't disturb the contesting pines at all. It wasn't the first time they'd played off the home grounds, and they weren't a bit stage-struck. And as for the attentions which the Boche showered upon them? "Ball!" they'd holler, when a shell came whizzing over their way. "Too high, Fritz; goosh, you're way up in the air!"

All Dope Upset It was some game, all right, but it upset all the dope. Who would imagine that those calloused and back-bent souls who toil all day and half the night in a regimental adjutant's office could squeeze out to the good at the end of nine innings with a balance of two runs in their favor, winning against such hardy outdoor sons of Mother Nature as a detachment recruited from the pioneers and the signal platoon? But that's what happened. The office-bench warmers put it over the pioneers and the signal platooners by a score of 14 to 12, in spite of the latter's wig-wagging and semaphoring and morse-coding from the coaching boxes.

Another way in which it upset the dope was in the time it took to run through the nine innings. The game, despite the shrapnel, the offerings of the aerial gallery and the state of the turf and everything took only one hour and 40 minutes. And, for a game played by men who haven't had a chance to go south for training, it was productive of heavy stuff. One homer, three three-baggers, five two-cushion clouts, and nine safe singles constituted the gist of the day's work. Who said the artillery had a monopoly on the long-range business?

The Muster Roll To make the story perfectly military and everything, here are the figures and the muster rolls of the opposing sides, together with the game's vital statistics:

Detachment.	Adjutant's Office.
Moore, Ryan, Catcher.....	Brady
Ryan, Moore,	
Robertson.....	Pitcher.....
Lawrence.....	1st base.....
Clages.....	2nd base.....
Moore.....	Shortstop.....
Hussey.....	3rd base.....
McLaughlin.....	Left field.....
Mullady.....	Right field.....
Ahern.....	Center field.....

The Score by Innings.
1 2 3 4 5 6 7 8 9 Total
Detachment 0 1 0 2 2 2 4 0 1 = 12
Adjutant's Office 1 2 2 1 2 1 3 x = 14

Batteries.
Detachment—Pitchers, Sergt. Ryan, Corp. Moore, Robertson; Catchers, Corp. Moore, Sergt. Ryan.
Adjutant's Office—Pitcher, Pte. John R. Proctor; Catcher, Pte. M. J. Brady.
Time of game: 1 hour 40 minutes.

Home runs—Driscoll. Three base hits, Driscoll, Proctor, Ryan. Two base hits, Proctor, Ryan (2), Mangan, Brady, Singles, Brady (2), Dietz (2). Ryan, McLaughlin, Lawrence, Hussey, Faulkner. Hit by pitched ball, Lawrence. Struck out by Ryan, 3; by Moore, 1; by Robertson, 2; by Proctor, 10. Sacrifice flies, Detachment, 4. Adjutant's Office, 2. Left on bases, Detachment, 8. Adjutant's Office, 5. Double plays, Detachment, 1; Adjutant's Office, 1.

HARRIERS COMPETITION WILL START THURSDAY

Members Will Race Final Mile Of Cross Country Run; Many Join Club

Competition for prizes among the members of the newly formed Shanghai Harriers Club will start Thursday evening when the men will race the last mile of the five mile run race the Kiangwan district. The Harriers will start from the Hongkew Park pavilion at six o'clock and will finish at the pavilion where the men will be checked in the order of finishing and points will be awarded which will count in the competition for the White silver shield to be presented the runner showing the most consistent form throughout the season.

The membership of the club is rapidly increasing and the addition of several star runners from England and the States means that the Harriers will be factors in competition in the fall against various colleges. Capt. H. D. Rodger, former quarter mile champion, is looking after the training and the men are rapidly rounding into shape.

Several prizes are offered members of the club and these are on exhibition at the Squires-Bingham store where the club running suits may be obtained. Members of the club were prominent at the Empire Day military celebration at the Race Course when the Machine-Gun troop team composed of Harriers won the inter-unit relay race. Among the runners was the secretary of the Harriers, Mr. F. H. Watson.

Runners of the Japanese athletic club are training at Hongkew Park and one of their number plans to represent Japan at the next Far Eastern Olympiad at Manila. An inter-club run between the Harriers and the Japanese Club is planned for the near future.

Races Postponed

The 44th gymkhana meeting scheduled for the Kiangwan Race Track yesterday under the direction of the International Recreation Club will be held next Saturday afternoon, the rain yesterday morning causing the postponement.

NOT COMMENDABLE

We have been informed there was a dance in town last week, the first for many years. This is not a very good recommendation for a small place like this. I also have been told some of our church people participated. This is not commendable, also these things should not occur. They cause people to make remarks—Unionville (Mo.) Republican.

SCHOOL SPORTS POSTPONED

Because of the weather conditions, the Spring athletic meet of the Public School for Boys scheduled to be held at the Hongkew Park yesterday has been postponed indefinitely.

Tener Calls Baseball A Ned Wartime Tonic

By John E. Tener
President National League

Baseball, in common with all other outdoor sports, in my opinion, should be encouraged in times of war as well as in times of peace.

Baseball really had its origin during the Civil War, when soldiers in that great conflict benefited themselves physically and in spirit by engaging in this then new game. This was true with the soldiers in our war with Spain, as it is true with our brave boys today who have enlisted under the colors and are either in the camps here or at the front in France.

From the very inception of the present war England has realized that to keep her soldiers fit they must be given opportunity to indulge in their favorite sports, and by Government appropriation, that country has used a large sum of money for the purchase of athletic paraphernalia for use of the athletes of her army. President Wilson has given every encouragement to and in fact has urged the continuance of outdoor sports during the war.

Under the Selective Draft or Conscription Act professional baseball players are called to the service of their country precisely the same as those in any other profession, vocation or walk in life, and have answered, and are just as ready to answer the call either by enlistment or draft as other patriotic citizens; but until that call comes they must,

as they should, continue to earn their livelihood in the profession which gives to them the greatest compensating return and in which they are most expert. Many players have enlisted and under the operation of the Draft Law baseball has furnished its quota.

We all realize, especially at this hour, the pressing call that is upon each of us to aid our country in doing all in our power to quickly furnish men and means to combat the enemy and to insure an early and complete victory to our arms, and this effort will be best sustained by getting into the open and into the sunshine occasionally and by either witnessing or participating in outdoor sports to gain that health and vigor and alertness of intellect necessary to do well the work that may come to our hand.

Canada for years past has played and accepted baseball almost to the exclusion of other summer sports, and has carried the game into England and, with our own boys, is now playing it in France, where in fact all the troops of the Allied armies engage in playing our national game, which seems to have in it the very spirit and inspiration that fits the player for the supreme effort of the soldier.

While we must all do our utmost for our country at this time, we must also have our hour of recreation, and to recreate the body and sharpen our senses I know of no better tonic than baseball.

You Poor Fish, A.

By Ring W. Larner.

IN CAMP, Feb. 15.

Friend Al—Well, Al I am sorry to hear about you getting milked out of that money but still, and all you ought to be thankful they didn't get you for the whole \$100 instead of just \$50 and I don't see how anybody only a 1/2 cent could invest 1/2 of their savings in a gas like that and if a man really did invent a magnet that would draw U-boats up on top of the water they could sell it to President Wilson and Frank Daniels for a trillion dollars each money and they wouldn't have to hot foot from house to house like they were trying to peddle a ball bearing potato peeler or something.

But, listen Al, if I was you I wouldn't go hiring no atty, and try to get your money back because that would be just like throwing good money after bad money as they say, because by this time the guy is probably hiding in Russia somewhere and has grown a beard so as he will look like everybody else and even if you was to go over there and see him you wouldn't know for sure if it was him or Kerensky or this here Don Cossack.

Better Buy A Bond Al.

But instead of that Al I would just forget it and if you want to keep the U boat elevator stock or whatever you call it for a souvenir why O. K. but you better do something with that other \$50 before somebody else comes along and sells you a season ticket to the Post Office and if I was you Al I would do what I told you to do last fall and that is buy one of these Liberty bonds with the \$50 and if you had of look my advice you would have sunk the whole \$100 in them last fall and now you wouldn't be crying over sour milk as they say, but you would have a safe investment that you don't only have to think about it twice per annum and that when you go

to the bank and collect the int. money and the int. money is money you can spend on something you want and not something you got to have because it comes like a kind of bonus from the Gov't, for helping them out when they needed it.

Like Ball Only Different

Buying a Liberty bond Al is something like buying a ticket to the ball game only they's a whole lot of difference. When a man buys a ticket to the ball game he is helping to pay the ball player his salary but he don't get no pleasure out of thinking about that but all the pleasure he gets is setting up there and watching the game and if his team has a bad day and he is disgusted with them he can't go down to the box office and get his money back and if he even asked for it he would be lucky if they didn't beat him in the jaw. And of course if he don't want his money back and wouldn't get it if he did.

But when you buy a Liberty bond Al you feel good because you know you are helping to keep Uncle Sam's players from starving to death and you also know they will be up on their toes all the while and doing their best and you know your team is going to win and then after the game is over no matter how much you enjoyed watching your team win, Uncle Sam returns your money besides giving you int. on it all the time he has got it. Can you beat that Al? I'll say you can't. So don't be a sucker Al but take my advice this time and get hold of one of these bonds before the w'se alecks hogs them all and don't throw away that other \$50,000 on a patent electric flea chaser or something. Your pal, JACK.

Random Shots

By The Cynic

On the grounds that it is contrary to the principles of international law, and is calculated to injure Hungary's foreign trade interests after the war, the Hungarian Ministry of Commerce has refused to register the trademark inscription "Gott Strafe England."

Apparently the enemy has mended his manners, for it was not so long ago that the case was reported of a German bride and bridegroom sealing a kiss after the nuptial ceremony with the words "Gott Strafe England."

In answer to a question in the House of Commons, on a recent Honors List, Mr. Bonar Law understood that reasons for all honors were sent out. It was not the fault of the Government if newspapers failed to publish them.

The simplicity of human nature seems to be in exact proportion to its trickiness. The latest invention of trickery, as explained to a Hongkong magistrate, is a money imitator. A rent collector of Canton was travelling from that port by steamer to Hongkong, bringing with him the sum of \$6,000. On board ship a man accosted him and induced him to part with \$2,000. The inducement the man put forward was that if the \$2,000 were put into a certain safe it would multiply to \$100,000 in 24 hours. The rent collector decided to experiment with part of the money, but immediately he received the money the man performed the vanishing act, and the other fellow's money vanished with him.

The St. Louis Star thinks there is really only one nation that the United States should be afraid of in this war—and that is procrastination.

Judging from Prince Lelchowsky's recent revelations, the only nation

that the German people should be afraid of is Postdumation.

The Philadelphia North American points out that Germany merely asks as a basis of peace that she may be permitted to keep all she won and get back all she lost.

"Only a defeated Germany could accept the new terms," says the Kaiser's press.

Perhaps it should be explained that in the consideration of terms this factor has not been overlooked.

"Germany," a Berlin paper says, "hold out to the bitter end."

"They know what kind of an end it's going to be."

The Brooklyn Daily Eagle says it

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all irregularities. These pills of London keep a box of Martin's APIOL & STEEL PILLS in the house. A timely dose may be administered to the lady, when she is troubled with irregularities, to keep her system in good health and to prevent all future trouble.

**The Shanghai
Chemical
Laboratory**
No. 4 Canton Road
Buy Bandage Stamps

is no use calling the Russians hard names. Quite right—but that's the only kind of names they have.

The Kansas City Star declares that Russia is making history like a stuttering man telling a funny story. While on the subject of stuttering, here goes a good tale of a stammering man—"His name was Sissens, and he was before the Court. What is your name?" asked the magistrate. "Sissens-sissens-sissens," began the man of many s's. "Stop that noise and tell me your name!" exclaimed the magistrate. "That will do," growled the magistrate. "Constable, what is this man charged with?" "Begorra, yer worship, I think he's charged wid sissywater!" replied the Court's Irish assistant, earnestly.

In going through newspapers recently to hand from Allied countries, it is marvellous how many worthy folk there are who are quite satisfied to have a patchwork peace. These more or less excellent people who want an inconclusive peace are the exact mental replicas of the fellow who cut off the pup's tail an inch at a time in order to be humane.

Sometimes the man to whom journalists transfer all blame evinces by the very simplest transformation a bowler with more than the usual aptness. In the course of an article on the possible changes resulting from the adoption of the report of the Irish Convention he made the writer refer to the "United Kingdom."

Mr. Ernest Newman utters some pleasant phrases in the New Witness about what may be called misprints which are better so. There is the accomplished compositor who, the other day, made Mr. J. C. Squire speak of "Mr. Horatio Bottomley." There is Mr. Newman's own typist who wrote, instead of "platitude," "platitude"—a style of composition well known to the Albert Hall. The Observer has itself contributed its mite to this unassuming branch of literature; once, as I mentioned a few weeks ago, when, in the days of George III, it referred to his numerous and unpleasant progeny as "The Royal Botherers," and again, in a recent issue, when the printer made a brilliant guess with the word "Bolshevists."

It is not merely in a metaphorical sense that Russia is "going to pieces." The Morning Post correspondent states that there are already about three-score Republics within the area of what was once the Russian Empire. Of these the latest in the Republic of Kaluga, whose chances of long life seem to have some relation to the square of the distance separating it from the German lines. And the boy or girl might know the names of all the capes and rivers on the east coast of England; might even know where K. L. was, and still be plucked for not having at his tongue's tip the names of the three-score republics that once were Russia.

The hotel, by the way, has again changed hands, according to a "notice elsewhere in this issue" of the Old Home Paper, and has been "thoroughly renovated and remodelled" for about the fifth time in your recollection. But, having escaped the "flaming elements," it is almost safe to water that when you go back to the old home town the best thing the hotel will look just as natural as life. Possibly it will not show as much evidence of being

NEWS FROM BACK YONDER

The Old Home Paper Tells of a Fire in the Village Hotel

There was a fire at the hotel last Monday," says the Old Home Paper from "back yonder," in its issue this week. "Sparks from the chimney caught in the roof and blazed up quite a bit for awhile, and the fire department was called out. Not much harm was done."

That is all there is to the item. It doesn't even mention the name of the new fire chief in the old home town, but it is sufficient to recall some of the days of real sport back there. It was one of the pleasures of life in the old home town to attend a fire. The whistle down at the mill would blow three sharp blasts and then a long, piercing shriek, and everybody in town grabbed coat and hat, and started for the fire.

Before the days of the volunteer fire department, it was everybody's fight against what the Old Home Paper used to call the "flaming elements." Citizens on foot and without uniform would form a bucket brigade, a line from the well to the house, and the buckets would be pumped full of water and passed down the line to the man on the ladder. He would pass each bucket as it came to the man above him, and then it would go to the first man on the roof, and then to the man who stood nearest the fire. They would dash it on the fire and drop the empty bucket so that it would roll off the roof—and usually it would be smashed and put out of commission by dropping against a rock or the corner of the foundation.

While all this was going on, other citizens on foot would be carrying "the things" out of the house. Usually they would grab the bedticks and carefully carry them out into the yard, laying them down with great care, while the cut glass dishes and the chinaware would be thrown out of the highest window in the house. When they found the dining room table covered with the dishes, they would pick it up, turn it over so that the legs would go out of the door, and the dishes, more valuable perhaps than the table, would all go down in a pile of broken junk.

All of it, however, was well meant, and men worked like beavers in their mission of destruction while the water brigade put out the fire, which always resulted from a defective flue and did not do much damage. But the wreck of the brigade of neighbors "saving the things" would be most complete.

You can recall the picture, then, as you read the item in the Old Home Paper of the crowds watching the "blaze" at the old hotel. You can see them now waiting to know whether it would "really catch" or go out, and when it "blazed up quite a bit" you can fairly feel the thrill of the crowd as some one suggested that the fire department should be called out, which finally was done, according to the item in the Old Home Paper, although it mentions it as though the call was made with considerable reluctance, a thing you will not understand unless you have been a member of the volunteer fire department of the old home town.

The hotel, by the way, has again

changed hands, according to a "notice elsewhere in this issue" of the Old Home Paper, and has been "thoroughly renovated and remodelled" for about the fifth time in your recollection. But, having escaped the "flaming elements," it is almost safe to water that when you go back to the old home town the best thing the hotel will look just as natural as life. Possibly it will not show as much evidence of being

"thoroughly renovated and remodelled" as it does of having been seriously damaged by fire last Monday, the two statements of the Old Home Paper to the contrary notwithstanding.—Kansas City Star.

NO WAR FOR HIM

"Eph, I think I'll go to war." "Very well, Rastus, but what branch am yo' gwinter line—de

army, navy, or de aviation corps?" "De aviation corps—what dat?" "Oh, dat am de flyin' department." "You mean one o' dem air-planes?" "Yess." "No, sub! Lookahah, nleah, when I does I don't wanta dis ma grave wid ma head."—Florida Times-Union.

Drinking Water:

It is just as important that your water supply be pure and clean today as three months from now. Just as necessary for you to guard against sickness now as during the hot weather.

The Brownlow Filter

Offers the best protection from impure drinking water, represents the most inexpensive form of health insurance.

See a Brownlow demonstrated, see how it is made, how it filters water and you will appreciate why you need one.



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WM. THACKERAY



The "THREE CASTLES"
Virginia
Cigarettes

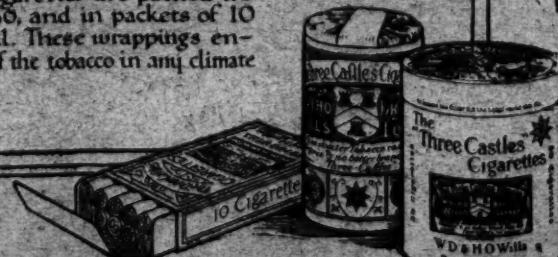
The Cigarette with the Pedigree

William Makepeace Thackeray when travelling through Virginia wrote a letter home in which he said "I shall write a novel with the scene laid here - it will take me at least two years to collect my material and become acquainted with the subject. I cannot write upon a subject I know nothing of. And when 'The Virginians' was finished no truer words were found therein than these—

"There's no sweeter tobacco comes from Virginia and no better Brand than the Three Castles"

W. M. Thackeray 'The Virginians'

The "THREE CASTLES" Cigarettes are packed in patent air-tight tins of 50, and in packets of 10 and 20 wrapped in tinfoil. These wrappings ensure the perfect condition of the tobacco in any climate



W.D. & H.O. WILLS,
Bristol & London, England.

W.G.S.

This advertisement is issued by the British-American Tobacco Co. Ltd.